

**A. INTRODUCTION**

The Mayor's Office, in cooperation with the New York City Department of Parks and Recreation (DPR), the Department of Transportation (NYCDOT), the Department of City Planning (DCP), the Department of Small Business Services (DSBS), the Department of Citywide Administrative Services (DCAS), and the Department of Design and Construction (DDC), plans to revitalize the Fulton Street corridor with streetscape improvements and a storefront and façade improvement program, rehabilitation of existing open spaces, creation of new parks and open spaces, and intersection improvements. The goal is to enhance the visual character of the area and to provide amenities for residents and visitors.

The Lower Manhattan Development Corporation (LMDC) intends to provide U.S. Department of Housing and Urban Development (HUD) Community Development Block Grant (CDBG) program funds under Title I of the Housing and Community Development Act of 1974 for many of these proposed projects. These projects will provide public facilities that add to the quality of life for all communities in lower Manhattan and draw residents and visitors to the area, contributing toward the restoration, stabilization, and enhancement of the Lower Manhattan communities that were severely impacted by the September 11, 2001 attacks on the World Trade Center.

The projects include neighborhood parks and plazas, development of the East River waterfront with open space and community uses, interior parks, roadway reconstruction, storefront and façade improvements, and streetscape improvements. Each of these projects has independent utility—i.e., each would proceed in the absence of the others. None of the projects is related in a way that would foreclose options or require LMDC to commit funding for the others. However, although they are separate projects, LMDC considered the cumulative impacts to determine whether they might collectively result in any significant adverse impacts.

**B. CUMULATIVE EFFECTS ANALYSIS**

The Fulton Corridor Revitalization Program would be implemented concurrently with the East River Waterfront Esplanade and Piers Project, the open space improvements on Peck Slip, Catherine Slip, Montgomery Slip, and Rutgers Slip, enhancements to the East River Park connector, and street reconstruction projects. The streetscape and storefront and façade enhancements and parks projects would be funded in full or in part by LMDC. The street reconstruction projects are being funded by the Federal Highway Administration.

**CONSTRUCTION PERIOD**

No significant adverse environmental or socioeconomic impacts are expected to result from the construction of the open space, streetscape enhancement, and storefront and façade improvements, considered individually or cumulatively. Construction activities would take place

## **Fulton Corridor Revitalization Program**

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primarily over a 24-month period, and activities would be coordinated through the Lower Manhattan Construction Command Center.

The distribution of the projects over a wide geographic area is expected to minimize the possibility of additive or cumulative construction impacts, such as effects on historic resources, economic conditions, access and circulation, air quality, and noise. During the construction period, plans for maintenance and protection of local traffic will be instituted where necessary. Other area-wide cumulative impacts during the construction period, such as noise and air quality, are unlikely because the projects are separated by significant distances and their peak construction activities are unlikely to occur simultaneously. However, there is potential for temporary air quality and noise impacts from cumulative construction activities at times when significant adverse construction-period impacts have been identified for the East River Esplanade and Piers Project, but the intensity of construction activity for the Fulton Corridor Revitalization Program at these times is expected to be low, with the majority and longest duration of work involving installation of park furniture, plantings, and other landscaping activities. At some locations, pavement and sidewalk repair, drainage improvements, and installation of water features will be undertaken, resulting in slightly higher but still moderate construction intensity.

### **OPERATIONAL PERIOD**

No significant adverse environmental impacts are expected to result from the operation of the proposed open space, streetscape enhancement, and storefront and façade improvements, considered individually or cumulatively. The potential for individual project impacts has been addressed in the environmental documentation for each project. Furthermore, the planned roadway improvements would not adversely impact access and circulation. The distribution of the projects over a wide geographic area is expected to result in minimal additive or cumulative impacts following completion of the projects.

Upon completion, the open space and waterfront access projects are expected to improve the quality of life for Lower Manhattan's growing residential population and to provide new destinations for visitors to New York City by capitalizing on Lower Manhattan's waterfront setting and its significant architectural and historic resources. The streetscape projects will replace deteriorated pavement and street furniture with new infrastructure, which would improve access and circulation in Lower Manhattan. The cumulative effect of the proposed open space, streetscape enhancement, and infrastructure projects on Lower Manhattan's urban fabric is expected to be beneficial.

Overall, these projects would not result in any significant adverse environmental or socioeconomic impacts during their respective construction or operational phases. \*