CITY PLANNING COMMISSION

August 21, 2013/Calendar No. 25 C 130222 ZSQ

IN THE MATTER OF an application submitted by Queens Development Group, LLC and New York City Economic Development Corporation pursuant to Sections 197-c and 201 of the New York City Charter for the grant of a special permit pursuant to Section 124-60 of the Zoning Resolution to modify applicable the use and bulk requirements to facilitate the development of a public parking lot with a maximum capacity of 2,650 spaces and active recreational uses on property (Zoning Lot 1) located easterly of 126th Street generally between proposed to be demapped 35th Avenue and Roosevelt Avenue (Block 1823, Lots 19, 20, 21, 23, 26, 28, 33, 40, 44, 47, 52, & 55; Block 1825, Lots 26, 28, 30, 37, 46, 48, 53, p/o 21 & p/o 55; Block 1826, Lots 1, 5, 14, 18, 20, 31, & 35; Block 1827, Lot 1; Block 1833, Lots 103, 111, 117, 120, 141, 151, 155, 158 & 172; p/o bed of proposed to be demapped 37th Avenue; p/o bed of proposed to be demapped 38th Avenue; bed of proposed to be demapped 39th Avenue; p/o bed of proposed to be demapped Willets Point Boulevard; and optional property to include Block 1823, Lots 1, 3, 5, 7, 12, 14, 58, 59, & 60; and p/o bed of proposed to be demapped 36th Avenue), in a C4-4 District, within the Special Willets Point District, Borough of Queens, Community District 7.

The application for a special permit pursuant to Section 124-60 of the Zoning Resolution was filed by the New York City Economic Development Corporation and the Queens Development Group, LLC on March 13, 2013. The special permit, along with the related actions, would facilitate an initial phase of development within the Special Willets Point District that includes transitional uses not otherwise allowed, but necessary for achieving future development pursuant to the 2008 Willets Point Development Plan in Queens, Community District 7.

RELATED ACTIONS

In addition to the special permit (C 130222 ZSQ), which is the subject of this report, implementation of the proposed development also requires action by the City Planning Commission on the following applications, which are being considered concurrently with this application:

N 130220 ZRQ	Zoning text amendment to Section 124-60
C 130223 ZSQ	Special permit, pursuant to the amended Section 124-60, to permit use modifications within the Special Willets Point District

C 130224 ZSQ Special permit, pursuant to the amended Section 124-60, to permit use modifications within the Special Willets Point District

C 130225 ZSQ Special permit, pursuant to the amended Section 124-60, to permit use modifications within the Special Willets Point District

M 080221 (A) MMQ Minor modification to a previously-approved amendment to the City Map

BACKGROUND

The applicants, the New York City Economic Development Corporation (EDC) and the Queens Development Group, LLC (QDG) request several actions, including special permits and a text amendment, to allow transitional uses – surface parking and recreation activities – not otherwise allowed in the Special Willets Point District. These uses would be provided for the duration of an initial phase of development (Phase 1A) that encompasses approximately 23 acres of the 61-acre Special District, which was the subject of a comprehensive planning, zoning, and redevelopment strategy adopted in 2008. The 2008 Willets Point Development Plan aims at transforming a largely underutilized site with substandard conditions and substantial environmental degradation into a lively, mixed-use, and sustainable community.

In 2002, the City created the Downtown Flushing Task Force, which outlined land use and economic goals for the redevelopment of Willets Point in its Downtown Flushing Development Framework. The 2004 Downtown Flushing Development Framework became the starting point for the City's creation of the Willets Point Development Plan.

Recognizing the importance of Willets Point to the environment, economic, and aesthetic welfare of the broader community, the Downtown Flushing Development Framework outlined several goals for the Willets Point Development Plan, which aimed at achieving the following specific purposes:

- to transform Willets Point into a diverse and sustainable community that enhances connections to its surroundings through a unique combination of uses;

- to create a retail entertainment destination that catalyzes future growth and strengthens Flushing's role as a nexus of economic, social and cultural activity;
- to encourage a mix of uses that complement sporting venues within Flushing Meadows-Corona Park;
- to maximize utilization of mass transit, including the No.7 transit line and the Long Island Rail Road in an effort to reduce the automobile dependency of the redevelopment;
- to create a walkable, urban streetscape environment with publicly-accessible parks and open spaces for pedestrians; and
- to build upon the diversity of Queens as well as the proximity of regional transportation facilities, including the Van Wyck and Whitestone expressways, and LaGuardia and John F. Kennedy (JFK) airports.

To facilitate the realization of the Willets Point Development Plan and foster a vibrant, pedestrian-oriented, mixed-use community, the following actions were sponsored by EDC and the Department of Housing Preservation and Development and adopted by City Council in November 2008:

- A Zoning Map amendment from M3-1 and R3-2 to C4-4 and to establish the Special Willets Point District (C 080381 ZMQ);
- A Zoning text amendment to establish the Special Willets Point District (N 080382 ZRQ);
- Approval and designation of the Willets Point Urban Renewal Plan and Area (N 080383 HGQ), and disposition of property associated therewith (C 080385 HDQ); and
- Changes to the City Map to demap all streets within the Special Willets Point District, the implementation of which was planned to occur in up to three phases (C 080221 MMQ).

The adopted Plan envisions a total of 8.94 million square feet of development with retail and residential space as the core uses; office, hotel, and convention center uses would complement these uses and enhance Flushing and Corona's roles as regional economic centers. Specifically, the development program calls for up to 5,850 housing units, 35 percent of which would be affordable to low-, moderate-, and middle-income levels, 1.7 million square feet of retail space, a

400,000 square foot convention center, a 700-room hotel, 500,000 square feet of office space, and 6,700 parking spaces. To provide quality-of-life amenities for residents and visitors, the development program would also include an 850-seat school, 150,000 square feet of community facility space, and a minimum of eight acres of public open space.

Subsequent to City Council's approval of the Willets Point Development Plan, the City has undertaken several measures to support the goals of the 2008 Plan, including site acquisition, obtaining initial state and federal approvals for new ramps for the Van Wyck Expressway, and breaking ground on critical infrastructure including the construction of a sanitary sewer main and reconstruction of a storm sewer and outfall along 126th Street. Across 126th Street to the west of the Special Willets Point District, Citi Field stadium opened in 2009, replacing Shea Stadium and converting the area formerly occupied by Shea Stadium into a surface parking lot for its patrons.

The City also considered the effects of the economic downturn that occurred as it proceeded to implement the Willets Point project. The City anticipated that economic conditions would make it challenging for developers to finance the remediation and redevelopment of the entire Willets Point site at one time. As a result, in May 2011, EDC issued a request for proposals (RFP) for a first phase of development in the southwestern portion of the Special District. The RFP anticipated a build out encompassing roughly one-fifth of the Special District – 12.75 acres – with an additional 7.5 acres of landscaped buffer area for a total Phase 1 area of 20.25 acres. Elements to be included in the Phase 1 programming were up to 680,000 square feet of retail space; up to 400 units of mixed-income housing; up to 387 hotel rooms; and accessory parking as required by zoning. The RFP noted that proposals that varied from this development program would be considered but would likely require further environmental review and public approvals.

In response to the RFP, EDC received four proposals from development teams. In each case, the extent of environmental contamination and general lack of development activity in the immediate area made it difficult for respondents to propose projects that both conformed to the Willets Point Development Plan and/or did not require a prohibitive level of public subsidy. After substantially modifying their proposal to address these two challenges, Queens Development Group, LLC, (QDG), a joint venture between the Related Companies and Sterling

Equities, was selected as the designated team to develop a 23-acre portion of the Special District. QDG's proposal envisions a phased development within the Special District, as well as development beyond the boundaries of the Special District to the west of Citi Field. This expanded development program was proposed as necessary to address the lack of development activity in area surrounding Willets Point and support the implementation of the Willets Point Development Plan.

Future phases of development within the Special District are anticipated to be pursuant to zoning and the approved Willets Point Development Plan. As such, these future phases are not part of this application.

Location

The project site consists of an approximately 23-acre portion of the Special Willets Point District. The entire Special District covers 61.4 acres on the Willets Point peninsula, and is generally bounded by Northern Boulevard to the north, Roosevelt Avenue to the south, the Van Wyck Expressway and a parcel owned by MTA to the east, and 126th Street to the west. The project site consists of land in the western portion of the Special District and is generally bounded by Northern Boulevard to the north, Roosevelt Avenue to the south, 127th Street to the east, and 126th Street to the west.

The Special District is adjacent to Citi Field, while the United States Tennis Association (USTA) Billie Jean King National Tennis Center and Flushing Meadows-Corona Park are situated to the south. The neighborhoods of Corona and North Corona are located to the west of the park, and Downtown Flushing is located to the east across the Flushing River.

The project site is within close proximity to primary highways including the Whitestone Expressway to the north, the Van Wyck Expressway to the east, the Grand Central Parkway to the west and the Horace Harding/Long Island Expressway to the south. The area is also well served by transit with the No. 7 elevated line and its Mets-Willets Point station located above Roosevelt Avenue and by the Long Island Rail Road during game days at Citi Field and other major events in Flushing Meadows-Corona Park. There are also numerous bus lines running

adjacent to the project site. The Q48, which runs along Roosevelt Avenue, provides service from the area east to Flushing and northwest to LaGuardia Airport. The Q19 and Q66, which run along Northern Boulevard, provide service to Flushing and along Astoria Boulevard to Astoria (Q19) as well as along Northern Boulevard to Long Island City (Q66). The QM3 also connects the Special District to eastern Queens and Manhattan, providing express bus service along Northern Boulevard.

Land Use

Land uses on the project site primarily consist of auto-related services and light industrial uses (Use Group 16 and 17). These uses consist of auto-body repair, auto glass, car washes and auto detailing, new and used auto part sales, tire sales, and vehicle towing. For the most part, these auto-related businesses occupy one-story garage buildings and Quonset-type structures, many of which contain multiple auto-related businesses. There are also a number of car junkyards on the project site, which support auto salvage businesses. In addition to the auto-related and industrial uses on the project site there are a small number of vacant lots and properties used for wholesale and other commercial purposes.

The remainder of the Special District contains uses similar to those within the project site, as well as additional non-auto-related industrial uses such as warehousing and distribution, construction-related services, waste transfer, and recycling (Use Groups 16 and 17). Two large food production and distribution uses are located in the northern portion of the Special District, east of Willets Point Boulevard.

In addition to the auto-related and industrial uses, several commercial uses in the Special District cater to the existing businesses and employees in the area. These include delis, check-cashing establishments, and a clothing and supply store (Use Group 6). The Special District also contains a private motorcycle club and one residential unit, located on Willets Point Boulevard.

Zoning

The entire Special Willets Point District is zoned C4-4, which allows for a range of residential, commercial, and community facility uses. C4 districts are typically mapped in regional

commercial centers such as Downtown Flushing; they typically comprise medium-density residential uses, as well as specialty and department stores, theaters, and other commercial and office uses. Uses that would disrupt continuous retail frontage, such as home maintenance and auto repair establishments, are not permitted in C4 districts.

The maximum floor area ratio (FAR) for the entire Special District is 3.4, apportioned according to the Willets Point Urban Renewal Plan and the Special District regulations. As described above, the maximum development envelope for the entire Special District is 8.94 million square feet with separate maximum permitted floor areas for residential and commercial uses, including 5.85 million square feet for residential uses and 3.16 million square feet for commercial uses. The Special District specifies that development on lots smaller than 200,000 square feet are limited to a maximum 2.0 FAR.

Accessory off-street parking regulations are governed by the underlying C4-4 district; the required number of spaces is determined by the type and amount of a specific use. Generally, off-street parking spaces for 50 percent of the total number of residential units are required; one space per 1,000 feet of floor area would be required for general retail uses. The Special District's regulations also require that off-street parking uses generally be located either underground or inside building portions that are wrapped by active uses so as not to be visible from adjacent sidewalks or open spaces.

The Special District regulations also guide site planning and urban design elements within the Special District, including the types and location of uses, building heights and setbacks, street types and layouts, streetscape design, and open space amenities to ensure the development of a dynamic, pedestrian-oriented community.

Project Description

Phase 1A

Phase 1A is expected to commence in 2015. Subsequent to taking control of the project site, QDG, under the oversight of the New York State Department of Environmental Conservation, would conduct a comprehensive remediation of the entire 23-acre project site to address the

substantial amount of contamination expected to be present. In addition, because land within the project site is below the FEMA 100-year floodplain, up to three to five feet of fill would be required along 126th Street to raise permanent buildings above the floodplain, install new infrastructure, and rebuild the streets and sidewalks at legal grades. It is anticipated that the remediation and regrading would take two years to complete.

The first stage of Phase 1A includes the development of a 10-story, 200-room hotel and approximately 30,000 square feet of retail space within two one-story buildings along the east side of 126th Street. The proposed hotel and retail buildings would open onto a 20-foot wide pedestrian amenity area, which would then descend via steps and ramps to a new 15-foot wide sidewalk constructed along the east side of 126th Street, generally between 35th Avenue and Roosevelt Avenue. The hotel and retail buildings would be built as-of-right pursuant to the Special District's regulations and in a manner consistent with the Willets Point Design Guidelines that were crafted by Beyer Blinder Belle for EDC in conjunction with the 2008 Plan.

To the east of 126th Street, transitional uses are proposed which require the requested text amendment and special permits in order to be permitted within the Special District. The transitional uses include an interim surface parking area with up to 2,832 spaces. These spaces would be used by attendees of events at Citi Field and patrons of the hotel and retail uses. During the baseball off-season and select other times of the year for a total of at least 183 days, this parking area would be converted into a second transitional use: active recreation. The interim active recreation uses could include a golf driving range, miniature golf courses, outdoor courts for volleyball, basketball and other sports, and a heated multi-sport bubble that could be used through the winter for indoor soccer or tennis courts. The operator of these recreational facilities would be able to charge a fee to the public to use them. In addition, to support the deployment of the active recreation uses during the baseball off-season and other times of the year, two interim accessory storage facilities are proposed along the east site of 126th Street to the north of Roosevelt Avenue.

This temporary relocation of surface parking space from Citi Field to the Special Willets Point District would facilitate a second stage of development during Phase 1A called "Willets West", a

retail and entertainment center of 1.4 million gross square feet (one million square feet leasable) to be located on a current accessory parking lot to the west of Citi Field. Willets West, which would be developed on leased parkland, as authorized under legislation, is expected to include over 200 retail stores, as well as a movie theater, restaurant and food court spaces, and entertainment venues. Surface and structured parking facilities would also be constructed to provide 2,500 new spaces for the entertainment/retail center itself and 400 spaces for patrons of Citi Field.

Willets West would displace approximately 3,700 parking spaces currently used by Citi Field patrons. Approximately 1,000 of these spaces would be relocated to a new structured parking facility to be built on an existing surface parking lot located to the south of Roosevelt Avenue and approximately 2,750 of these spaces would be relocated within the interim surface parking area in the Special Willets Point District described above.

Phase 1A is anticipated to be complete by 2018.

In order to facilitate additional phases of development within the Special District beyond Phase 1A, the City is responsible for constructing new ramps for the Van Wyck Expressway to alleviate future project-generated traffic demand on the existing road network. The City obtained initial approval from the Federal Highway Administration and the New York State Department of Transportation for the ramps in 2012 and has committed capital out-year funding for the ramps. Construction of the ramps is anticipated to commence in 2021 and be complete by 2024.

In addition to the new ramps, new structured parking facilities would be constructed on existing surface parking facilities within the Citi Field leasehold located to the south of Roosevelt Avenue. These parking garages would accommodate the existing surface parking spaces at these locations and the 2,750 spaces created in Phase 1A for Citi Field patrons within the Special District.

<u>Phase 1B</u>

Phase 1B is expected to commence in 2024 to build out the rest of the Phase 1 site beyond the hotel and retail structures. In Phase 1B, the interim surface parking/recreation area created during Phase 1A would be regraded, redeveloped and transformed into a new mixed-use neighborhood. Phase 1B would be developed consistent with the Special District's regulations and would include approximately 4.23 million square feet of development, including 2,490 housing units, 35 percent of which will be affordable (with the majority of these to be affordable to households earning no more than 60 percent AMI and having a 50 percent community preference for all affordable units), 905,000 square feet of local retail, 500,000 square feet of office space, and 25,000 square feet of community facility space. Phase 1B would also include an additional 290 hotel rooms (for a total of 490), a new K through 8 public school and over six acres of publicly accessible open space. Special District regulations would determine the placement of uses, building heights and setbacks, maximum block dimensions, and streetscape design within the Special District, as well as the general layout of the street network.

Phase 1B will require certification by Chairperson of the City Planning Commission pursuant to Section 124-05. This certification would confirm that all streets and private streets within or abutting the proposed development comply with the provisions of Section 124-31 (Standards for Streets and Blocks) and are constructed to grades acceptable to the Commissioner of Buildings and the Commissioner of Transportation, and that all publicly accessible open spaces within or abutting the proposed development comply with the provisions of Section 124-40. The certification would also need to demonstrate that the development of Phase 1B would not preclude future compliance with the Special District's requirements for future phases of development consistent with 2008 Plan.

It is anticipated that Phase 1B would be complete in 2028.

Requested Actions

In order to facilitate the first stage of Phase 1A, the applicants request the following actions:

<u>Zoning Text Amendment (N 130220 ZRQ)</u>

The proposed zoning text change would amend Section 124-60 to allow the City Planning Commission to permit transitional uses as part of a phased development where such uses are reasonably necessary to assist in the achievement of the goals of the Special District.

Special Permits (C 130222 ZSQ – C 130225 ZSQ)

Pursuant to the amended Section 124-60, the applicants request four special permits to allow use modifications which would facilitate the development of interim surface parking facilities and recreation uses within the Special Willets Point District. For any zoning lot within the Special Willets Point District, the City Planning Commission may permit modification of the use or bulk regulations, except for floor area ratio provisions, provided the Commission finds that (a) use or bulk modifications shall aid in achieving the general purposes and intent of the Special District, (b) use modifications shall encourage a lively pedestrian environmental along the street, or is necessary for, and the only practicable way to achieve, the programmatic requirements of the development, (c) bulk modifications shall enhance the distribution of bulk within the Special District, (d) bulk modifications shall permit adequate access of light and air to surrounding streets, and (e) use and bulk modifications shall relate harmoniously to the character of the surrounding area.

In order to facilitate the project, the Phase 1 site would be subdivided into up to four zoning lots. To date, the City has acquired, or is in contract to purchase, 95 percent of the lots within the site. To account for the remaining five percent, land comprising the Phase 1 site would be configured into two assemblage options. The newly created zoning lots, the extent of required assemblage under each option, and the necessary Phase 1A use modifications associated with the zoning lots are described below:

C 130222 ZSQ – Zoning Lot 1

Assemblage Option 1 – Block 1823, Lots 1, 3, 5, 7, 12, 14, 19, 20, 21, 23, 26, 28, 33, 40, 44, 47, 52, 55, 58, 59, 60; Block 1824, Lots 1, 12, 19, 21, 26, 28, 33, 38, 40, 45, 53; Block 1825, Lots 26, 28, 30, 37, 46, 48, 53, p/o 21 and p/o 55; Block 1826, Lots 1, 5, 14, 18, 20, 31, 35; Block 1827, Lot 1; Block 1833, Lot 103, 111, 117, 120, 141, 143, 151, 155, 158 and 172; p/o bed of

36th Avenue; p/o bed of 37th Avenue; p/o bed of 38th Avenue; bed of 39th Avenue; p/o bed of Willets Point Boulevard

Assemblage Option 2 – all lots in Assemblage Option 1 except Block 1823, Lots 1, 3, 5, 7, 12, 14, 58, 59 and 60, and p/o bed of 36th Avenue

Zoning Lot 1 would be the largest of the four proposed zoning lots with a total area of 19.75 acres in Assemblage Option 1 and 18.46 acres in Assemblage Option 2. It would be located on the southwest corner of 126th Street and Roosevelt Avenue, and extend north to 35th Avenue. The proposed Phase 1A development on Zoning Lot 1 would provide a single-story 11,775 square-foot retail building along 126th Street, two single-story accessory storage structures for the interim recreation uses, an interim surface parking facility with up to 2,650 spaces and recreation uses to the east of 126th Street. The special permit would provide relief from the following Special District and other zoning regulations:

- Pursuant to Section 124-14, all portions of buildings with frontage on 126th Street are required meet retail continuity regulations for ground floor uses, maximum length of establishments facing 126th Street, access, and transparency. Relief is requested to waive the retail continuity regulations for the two accessory storage facilities proposed along 126th Street, which would be replaced by as-of-right buildings in Phase 1B.

- Pursuant to Section 124-51, all off-street parking spaces shall be located in facilities below-grade, behind floor area if above-grade, or in a structure that meets certain location and design requirements. Relief is requested to allow an interim surface parking facility.

- Pursuant to Section 124-53, curb cuts are not permitted along 126th Street. As such, relief is requested to allow two 33 foot-wide curb cuts along the east side of 126th Street to access the interim surface parking facility on Zoning Lot 1 and the proposed hotel on Zoning Lot 2 (via easements from Zoning Lot 1). The proposed curb cuts have been designed to align with the future location of required private streets intersecting with 126th Street, which would be constructed in Phase 1B.

- Pursuant to Section 32-10, Use Group 13 uses are not permitted as-of-right in C4 districts. Relief is requested to allow interim recreation uses in Use Group 13, such as golf driving ranges, outdoor skating rinks and skateboard parks.

- Pursuant to Section 32-17 the maximum capacity permitted for a public parking facility in a C4-4 district is 150 spaces. Relief is requested to allow up to 2,650 interim parking spaces in Assemblage Option 1 and up to 2,446 interim parking spaces in Assemblage Option 2 on Zoning Lot 1.

- Pursuant to Section 33-03, street trees are required in conjunction with the development of Zoning Lot 1 along 35th Avenue, 127th Street, and in the case of Assemblage Option 2, 36th Avenue. However, since the grades of these streets would eventually be raised above the floodplain prior to the commencement of Phase 1B, these street trees would be removed and new street trees would be planted in accordance with the Special District's regulations. Relief is requested to waive the street tree planting requirement along these streets in Phase 1A.

- Pursuant to Section 37-90, parking facilities with more than 18 spaces and greater than 6,000 square feet are required to provide perimeter and interior landscaping. Relief is requested to waive the perimeter and interior landscaping requirements to maximize the deployment of the interim recreation uses on Zoning Lot 1.

(C 130223 ZSQ) – Zoning Lot 2
Assemblage Option 1 – Block 1825, Lots 1, 19, 58, p/o 21, p/o 55; p/o bed of street of 37th Avenue, p/o bed of 38th Avenue
Assemblage Option 2 – same as above

Zoning Lot 2 would be the second largest of the four proposed zoning lots with a total area of 1.98 acres in both assemblage options. It would be located midblock along the east side of 126th Street between Roosevelt Avenue and 35th Avenue. The proposed Phase 1A development on Zoning Lot 2 would provide a single-story 14,725 square-foot retail building and a 200-room

hotel along 126th Street as well as an interim surface parking facility with 83 spaces to the east of 126th Street. The special permit would provide relief from the following Special District and other zoning regulations:

- Pursuant to Section 124-51, all off-street parking spaces shall be located in facilities below-grade, behind floor area if above-grade, or in a structure that meets certain location and design requirements. Relief is requested to allow an interim surface parking facility on Zoning Lot 2.

- Pursuant to Section 37-90, parking facilities with more than 18 spaces and greater than 6,000 square feet are required to provide perimeter and interior landscaping. Relief is requested to waive the perimeter and interior landscaping requirements to maximize the deployment of the interim recreation uses adjacent to Zoning Lot 2.

(C 130224 ZSQ): – Zoning Lot 3
Assemblage Option 1 – Block 1822, Lot 17
Assemblage Option 2 – same as above

Zoning Lot 3 would be the smallest of the four proposed zoning lots with a total area of 1.02 acres in both assemblage options. It would be located be located midblock between 34th Avenue and 35th Avenue. The proposed Phase 1A development on Zoning Lot 3 would provide an interim surface parking facility with up to 98 spaces and recreation uses. The special permit would provide relief from the following Special District and other zoning regulations:

- Pursuant to Section 124-51, all off-street parking spaces shall be located in facilities below-grade, behind floor area if above-grade, or in a structure that meets certain location and design requirements. Relief is requested to allow an interim surface parking facility on Zoning Lot 3.

- Pursuant to Section 32-10, Use Group 13 uses are not permitted as-of-right in C4 districts. Relief is requested to allow interim recreational uses in Use Group 13 on Zoning Lot 3.

- Pursuant to Section 33-03, street trees are required in conjunction with the development of Zoning Lot 3 along 34th Avenue and 35th Avenue. However, since the grades of these streets would eventually be raised above the floodplain prior to the commencement of Phase 1B, these street trees would be removed and new street trees would be planted in accordance with District regulations. Relief is requested to waive the street tree planting requirement along these streets.

- Pursuant to Section 37-90, parking facilities with more than 18 spaces and greater than 6,000 square feet are required to provide perimeter and interior landscaping. Relief is requested to waive the perimeter and interior landscaping requirements to maximize the deployment of the interim recreation uses on Zoning Lot 3.

(C 130225 ZSQ): – Zoning Lot 4
Assemblage Option 2 Only – Block 1821, Lots 9 and 18

Zoning Lot 4 would be third largest of the four proposed zoning lots with a total area of 1.43 acres. It would be located in the northwest corner of the Special District at the intersection of 126th Place and 34th Avenue. The proposed Phase 1A development on Zoning Lot 4 would provide an interim surface parking facility with up to 181 spaces and recreation uses. The special permit would provide relief from the following Special District and other zoning regulations:

- Pursuant to Section 124-51, all off-street parking facilities are required to be located either below-grade, behind floor area if above-grade, or in a structure that meets certain location and design requirements. Relief is requested to allow an interim surface parking facility on Zoning Lot 4.

- Pursuant to Section 32-10, Use Group 13 uses are not permitted as-of-right in C4 districts. Relief is requested to permit interim open recreation uses in Use Group 13 on Zoning Lot 4.

- Pursuant to Section 32-17 the maximum capacity for a public parking facility in a C4-4 district is 150 spaces. Relief is requested to permit up to 184 interim parking spaces on Zoning Lot 4.

- Pursuant to Section 33-03, street trees are required in conjunction with the development of Zoning Lot 4 along 34th Avenue and Northern Boulevard. However, since the grades of these streets would eventually be raised above the floodplain prior to the commencement of Phase 1B, these street trees would be removed and new street trees would be planted in accordance with District regulations. Relief is requested to waive the street tree planting requirement along these streets.

- Pursuant to Section 37-90, parking facilities with more than 18 spaces and a total area greater than 6,000 square feet are required to provide perimeter and interior landscaping. Relief is requested to waive the perimeter and interior landscaping requirements to maximize the deployment of the interim recreation uses on Zoning Lot 4.

Minor Modification (M 080221(A) MMQ)

The proposed mapping action is a minor modification to a previously-approved amendment to the City Map. The modification would allow for a revised sequence for the filing of the maps to facilitate the proposed phasing of the development. When all the maps are filed, however, the same streets would be eliminated, discontinued, and closed as previously approved.

ENVIRONMENTAL REVIEW

The application (C 130222 ZSQ), in conjunction with the applications for the related actions (N 130220 ZRQ, C 130223 ZSQ, C 130224 ZSQ, C 130225 ZSQ and M 080221 (A) MMQ), was reviewed pursuant to the New York State Environmental Quality Review Act (SEQRA), and the SEQRA regulations set forth in Volume 6 of the New York Code of Rules and Regulations,

Section 617.00 et seq. and the City Environmental Quality Review (CEQR) Rules of Procedure of 1991 and Executive Order No. 91 of 1977. The designated CEQR number is 07DME014Q. The lead agency is the Office of the Deputy Mayor for Economic Development.

It was determined that the proposed actions may have a significant effect on the environment. A Positive Declaration was issued on August 28, 2012, and distributed, published and filed, and the applicant was asked to prepare a Draft Supplemental Environmental Impact Statement (DSEIS). Together with the Positive Declaration, a Draft Scope of Work for a SEIS was issued on August 28, 2012. A public scoping meeting was held on the Draft Scope of Work on September 27, 2012, and comments were accepted by the lead agency through October 26, 2012. A Final Scope of Work for a SEIS, reflecting the comments made during the scoping, was issued on March 11, 2013.

The applicant prepared a DSEIS, and the lead agency issued a Notice of Completion for the DSEIS on March 15, 2013. Pursuant to SEQRA regulations and CEQR procedures, a joint public hearing was held on the DSEIS on July 10, 2013, in conjunction with the Uniform Land Use Review Procedure (ULURP) applications. A Final Supplemental Environmental Impact Statement (FSEIS) was completed and a Notice of Completion for the FSEIS was issued on August 9, 2013. The FSEIS identified the potential for significant adverse impacts with regard to Community Facilities, Historic Resources, Transportation, and Construction. Details on these impacts and measures to minimize or eliminate these impacts, where feasible and practicable, are described in the Executive Summary of the FSEIS, a copy of which is annexed hereto and incorporated herein as Exhibit A.

UNIFORM LAND USE REVIEW

This application (C 130222 ZSQ), in conjunction with the applications for related actions (C 130223 ZSQ, C 130224 ZSQ, C 130225 ZSQ and M 080221 (A) MMQ), was certified as complete by the Department of City Planning on March 18, 2013, and was duly referred to Community Board 7 and the Borough President, in accordance with Title 62 of the Rules of the City of New York, Section 2-02(b), along with the related action (N 130220 ZRQ) which was referred for information and review in accordance with the procedures for non–ULURP matters.

This application, in conjunction with the related actions was also sent to Community Board 3 at their request in accordance with Title 62 of the Rules of the City of New York, Section 2-03(g).

Community Board Public Hearing

Community Board 7 held a public hearing on this application (C 130222 ZSQ) and the related actions on May 13, 2013, and on that date, by a vote of 22 in favor, 18 opposed and 1 abstaining, adopted a resolution recommending approval of the application, subject to the following conditions:

1) Joint Venture agreed to alert CB#7 when all applications are made to NYS DEC.
2) Joint Venture agreed to include groundwater testing along with soil testing.
3) Traffic mitigation must be completed before the completion of Phase 1-A.
4) The City agreed to complete computerized signals in CB#7 by the completion of Phase 1-A. This must be done in CB#3 as well, as traffic west of Willets West will also be impacted by this development.
5) The City must immediately accelerate funds into an escrow account for construction of the Van Wyck Ramps. We want assurances these funds are guaranteed and available so Phase 1-B and ultimately Phase 2 can be built.
6) Ramps should be built sooner than the current projected date of 2021.
7) Road wear and tear rehabilitation must be implemented now for the remaining Phase 2 property owners.

Community Board 3 held a public hearing on this application (C 130222 ZSQ) and the related actions on May 23, 2013, and on that date, by a vote of 30 in favor, 1 opposed, and 1 abstaining, adopted a resolution recommending disapproval of the application.

Borough President Recommendation

This application (C 130222 ZSQ), in conjunction with the related actions, was considered by the President of the Borough of Queens, who issued a recommendation on July 2, 2013 approving the application, subject to the following conditions:

- The full build out and impacts of this project will occur over the next few decades. During this time it will be critical that the community boards, the Office of the Queens Borough President and local elected officials are kept informed on progress of the project, any construction related issues that may arise, and traffic circulation

concerns in the area. The applicant and relevant city agencies should meet on a regular quarterly basis with an oversight entity consisting of the Queens Borough President, local elected officials, representatives from the community boards and community leaders for continued updates and allowing input during construction and post-construction of the project;

- Letters were submitted by the Queens Development Group, LLC and Deputy Mayor Robert Steel assuring their commitment to completing the project, timely completion of the environmental remediation, alleviation of traffic and transit impacts that may occur, affordable housing, MWBE and local hiring programs during construction, worker and business relocation assistance for Willets Point, and allocation of funding for infrastructure improvements were some of the promises made. Both the applicant and EDC must fulfill all of the commitments made in those letters;

- Funding must be committed to the design and construction of the Van Wyck Expressway Access Ramps. These projects must be prioritized and expedited to assure Phase 1B development which is predicated on the completion of the ramps;

- Commitments were made that the development would be constructed using environmentally sustainable practices and materials and conforming to LEED standards. These commitments must be kept and fulfilled;

- QDG shall fund a MWBE and local hiring capacity building program to be managed by the NYC Economic Development Corporation in the amount of approximately $900,000 during the first 5 years of the project;

- Queens Development Group, LLC shall establish a MWBE program that will attain program participation goals of 25% for each of the subject groups (minority, women and local contractors);

- QDG shall establish a local hiring program that ensures participation of local residents particularly workers living in the communities immediately surrounding the project (Corona, East Elmhurst, Flushing) and those living in other parts of Queens;

- The Queens Development Group, LLC must coordinate and work closely with EDC and capacity building program to assure that participants in the MWBE and local hiring programs are provided with equal and timely notification of trade bidding opportunities and contract awards. Such knowledge and information would help alert MWBE and local contractors to potential opportunities for which they may qualify;

- There should be a Project Labor Agreement with the NYC Building Trades Council and seek cooperation and commitments to attain the program goals for women, minority and local hiring as a priority of the project;

- Prior to selecting a general contractor/construction manager, QDG shall examine their track record for administering MWBE and local hiring outreach to maximize participation;

- QDG shall monitor and measure project goals throughout the course of their project and shall ultimately be responsible for MWBE and local hiring outcomes;

- The Queens Development Group, LLC must participate in the regularly scheduled meetings of the existing MWBE and Local Hiring Task Force on a regular basis as the Willets West and Special Willets Point District developments proceed into the future.

City Planning Commission Public Hearing

On June 19, 2013 (Calendar No. 17), the City Planning Commission scheduled July 10, 2013, for a public hearing on this application (C 130222 ZSQ). The hearing was duly held on July 10, 2013 (Calendar No. 39), in conjunction with the public hearings on the applications for the related actions (N 130220 ZRQ, C 130223 ZSQ, C 130224 ZSQ, and C 130225 ZSQ). There were 11 speakers in favor of the applications and 13 speakers in opposition.

A Senior Policy Advisory to the Deputy Mayor for Economic Development was the first to speak in support of the application and the related actions. He testified that the application would provide a viable way forward for realizing the approved Willets Point Development Plan and establish the Willets Point area as a center for economic development. The speaker noted the anticipated economic benefits of Phase 1, including a $3 billion private investment in the area, $310 million in construction tax revenues, $150 million in annual tax revenues, 12,000 union construction jobs, and 7,100 permanent jobs with MWBE and local hiring goals of 25 percent. In addition, the speaker addressed questions about the City's efforts to relocate businesses on City-owned property within Phase 1. He testified that the City is committed to working with tenant businesses and has retained a business relocation expert to assist businesses finding new locations, including alternative sites that could support the co-location of multiple businesses.

A Senior Vice President at EDC discussed the progress the City has made to advance the 2008 Plan, including acquiring approximately 95 percent of the land within Phase 1 through negotiated sales, obtaining key initial approvals for the new ramps for the Van Wyck Expressway, and

breaking ground on critical new infrastructure along 126th Street. The speaker also addressed questions about the timetable for constructing the new ramps for the Van Wyck Expressway, which he explained were critical for achieving the full build out of Phase 1. The speaker testified that the ramps are a complicated piece of infrastructure that will require a series of sequential approvals from local, State, and Federal transportation authorities before construction can begin. He noted that the City has committed to funding the ramps and expects construction to commence in 2021.

An Executive Vice President at EDC responded to questions relating to the selection of QDG as the designated developer for Phase 1. The speaker testified that EDC carefully considered each of the four proposals they received from development teams; ultimately, QDG's was the only one to demonstrate financial viability and to achieve the vision of the Willets Point Development Plan. The speaker noted that each of the proposals required a financial contribution from the City, but only QDG's requirement was within the range of what the City could accomplish.

The land use attorney for QDG testified that the transformation of Willets Point would only be possible through a phased implementation that includes the development of transitional uses which require the subject actions. The speaker noted that while phasing and transitional uses were not foreseen in the Willets Point Development Plan, both elements of the proposed development plan were essential for drawing new activity into Willets Point and setting the stage for its full redevelopment. He also provided testimony regarding the environmental analysis performed for the SEIS. The speaker testified that QDG would fund all of the capital improvements necessary to mitigate the traffic impacts identified in the SEIS, and that by doing so, the number of unmitigated traffic impacts would be significantly reduced compared to those identified in the 2008 FGEIS. He also noted that QDG would fund a traffic monitoring program to determine the effectiveness of the mitigation measures implemented and make a contribution to the City's Infrastructure and Traffic Mitigation Fund, which would be used for studies and improvements to address traffic and infrastructure issues that may emerge as the development proceeds.

A principal with QDG responded to questions regarding the need to develop the Willets West retail and entertainment center before commencing with the full build out of the Phase 1 site. The speaker testified that the retail and entertainment center would be an economic engine that would provide an income stream to support future phases of development within the Special District. He noted that while there was a perception that Queens is sufficiently served by retail, residents in Queens spend over $5 billion per year on retail shopping outside of the borough. He also stated that he understood the sensitivity about developing Willets West on parkland but noted that the use was authorized by Administrative Code provisions.

QDG's architect spoke of the sustainability and resiliency measures that would be incorporated into Phase 1. He stated that all buildings in Phase 1 would seek LEED® Silver status and would be developed in accordance with the regulations and best practices for development within FEMA's 100-year flood zone. Two environmental consultants and a land use consultant for QDG also appeared in support of the application.

A representative of the New York City League of Conservation Voters spoke in support of the proposed development plan's area-wide environmental benefits. The speaker testified that QDG's environmental remediation program would address decades of contamination and significantly improve the water quality of Flushing Bay and Flushing River.

Also speaking in favor of the application was a member of a trade union who praised the proposed development plan for the employment opportunities it would provide.

Those who spoke in opposition to the application included Willets Point property owners, area business operators and employees, members of Willets Point United (WPU), WPU's former and current counsel, and two area residents. These speakers criticized what they characterized as the City's prioritization of commercial interests over individual property rights and expressed concerns about the level of transparency in the City's selection of QDG as the developer for Phase 1 and the City's financial contribution to QDG to help facilitate development in Willets Point. These speakers also questioned the need for QDG to develop a retail and entertainment center, the City's commitment to construct the new ramps for the Van Wyck Expressway, and QDG's commitment

to develop affordable housing.

Several speakers, including the President of the New York City Park Advocates and three representatives of area civic associations testified in opposition to the development of the Willets West retail and entertainment center within mapped parkland. These speakers disputed that the Administrative Code provides for such a use and stated that parkland was already in too short supply to allow any amount of it, even if it currently serves as an accessory parking lot, to be used for private development. They also questioned the need for more retail in Queens, citing the presence of several nearby shopping centers.

A senior staff attorney with the Urban Justice Center and members of the Sunrise Cooperative, a collective of approximately 60 auto-related businesses in Willets Point, testified in opposition to the project on the grounds that the City's relocation plan did not take into account their businesses' inter-related operational needs. These speakers expressed a desire to be relocated together in order to ensure their long-term viability. They stated that the City should work with business owners to develop a relocation plan that prioritizes the co-location of businesses before the application moves forward.

The District Manager of Community Board 3 appeared to reiterate the concerns stated in Board 3's recommendation to disapprove the application. She noted the Board's opposition to the development of a retail and entertainment center in mapped parkland, questioned assumptions made in the DSEIS regarding traffic and transit impacts, and contended that mitigation was not identified in Board 3.

There were no other speakers, and the hearing was closed.

WATERFRONT REVITALIZATION PROGRAM CONSISTENCY REVIEW

This application (C 130222 ZSQ), in conjunction with those for the related actions, was reviewed by the Department of City Planning for consistency with the policies of the New York City Waterfront Revitalization Program (WRP), as amended, approved by the New York City Council on October 13, 1999 and by the New York State Department of State on May 22, 2002, pursuant

to the New York State Waterfront Revitalization and Costal Resources Act of 1981 (New York State Executive Law, Section 910 et seq.). The designated WRP number is 12-093.

The City Coastal Commission, having reviewed the waterfront aspects of this action, finds that the actions will not substantially hinder the achievement of any WRP policy and hereby determines that this action is consistent with WRP policies.

CONSIDERATION

The Commission believes that the proposed special permit (C 130222 ZSQ) in conjunction with the related applications (N 130220 ZRQ, C 130223 ZSQ, C 130224 ZSQ, C 130225 ZSQ, and M 080221 (A) MMQ), is appropriate.

The Commission recognizes the important role that the requested special permit and related actions would have in achieving the City's vision to transform Willets Point into a vibrant, mixed-use regional destination and sustainable neighborhood. The Commission notes that the application would initiate a series of essential steps that would set the stage for a long-term redevelopment of the entire Willets Point area. The Commission believes that this expanded development program would provide for a more comprehensive and continuous transformation of the Willets Point area and foster the implementation of the 2008 Willets Point Development Plan.

The Commission acknowledges that the realization of the Willets Point Development Plan is more complex than was anticipated in 2008. The Commission notes that the 2008 Plan envisioned Willets Point as New York City's next great neighborhood, intended to be both a vibrant retail and entertainment destination and a thriving, pedestrian-oriented residential neighborhood. The Commission also notes that the 2008 Plan anticipated the entire 61-acre Special District would be acquired, remediated, and redeveloped at one time. The Commission believes that while phasing and transitional uses were not foreseen in the 2008 Plan, these features of the currently proposed development plan are critical for supporting future development in Willets Point.

The Commission notes that before any development takes place within the Special District or outside of it, QDG would initiate a comprehensive remediation of the entire 23 acre Phase 1 site. The Commission notes that the remediation program is expected to achieve full residential standards so that no additional remediation would be required when housing is introduced in Phase 1B. The Commission recognizes the commitment QDG has made to coordinate with Community Board 7 regarding this crucial step in the redevelopment of Willets Point. The Commission notes that QDG will provide Board 7 with adequate time to review and comment on the remediation plan and will update the board on the remediation progress on a quarterly basis.

The Commission notes that subsequent to the remediation of the Phase 1 site, commercial development along the east side of 126th Street would activate the front door of the Special District. The Commission believes that the proposed hotel, retail space, and bi-level pedestrian amenity area would enliven the streetscape directly across from Citi Field, transform this portion of 126th Street into an attractive, pedestrian-friendly environment, and bring new activity into the Special District. The Commission believes that the design of this new streetscape and the Phase 1A hotel and retail buildings should closely adhere to the Willets Point Design Guidelines in order to achieve a highly usable and appealing 'front door' across 126th Street from Citi Field.

With regard to the transitional uses, which are the subject of this application and related actions, and would be developed as part of the initial stage of Phase 1A, the Commission notes that the interim surface parking spaces would be used by patrons of the new hotel and retail uses as well as attendees of events at Citi Field. The Commission understands that the relocation of Citi Field parking spaces within the Special District would facilitate proposed commercial development outside of the Special District that would in turn generate a reliable income stream to support future redevelopment of Willets Point.

The Commission notes that in addition to the proposed surface parking use, the application would also facilitate a unique interim recreation program that would be available to the public during the baseball offseason and select other times of the year for a total of at least 183 days. The Commission notes that the interim recreation program could include courts for a variety of sports, as well as a golf driving range and multi-purpose sports bubble that could be used during

the winter months. The Commission encourages QDG to work with the NYC Parks Department and the adjacent communities to ensure that the active recreation uses are as attractive and complementary to the existing uses within Flushing Meadows-Corona Park as possible.

The Commission notes that the parking and recreation uses are transitional in nature and would later be transformed in the vibrant mixed-use core envisioned in the 2008 Plan. The Commission notes that in Phase 1B, QDG would redevelop the interim surface parking area with up to 4.23 million square feet of development including 2,490 residential units (with 35 percent or 872 units intended to be affordable to low-, moderate-, and middle-income households and a majority of these would be for households with incomes up to 60 percent of AMI), 875,000 square feet of local retail, 500,000 square feet of office space, additional hotel rooms, 25,000 square feet of community facility space, a K through 8 public school, enclosed parking, and over six acres of new public open space. The Commission notes that district regulations would determine the placement of uses, building height and setback, maximum block dimensions, and streetscape design, as well as the general layout of a private street network within the Special District.

The Commission understands that Phase 1B is expected to proceed in 2024 once the City has constructed new ramps for the Van Wyck Expressway, as identified in the 2008 FGEIS for the Willets Point Development Plan, and the interim surface parking spaces created in Phase 1A are relocated to new structured parking facilities, which would replace existing surface lots south of Roosevelt Avenue. The Commission notes that if QDG fails to meet their obligations for Phase 1B, the City would be able to recoup damages from QDG and the ownership of the unbuilt portions of the Phase 1 site would revert back to City ownership.

During the CPC public hearing, the Commission heard testimony from a representative of EDC about the City's timeline for constructing the new ramps for the Van Wyck Expressway. The Commission notes that the City has committed capital out-year funding for the ramps and that construction is expected to commence in 2021. The Commission understands that the ramps are a complicated piece of infrastructure but nonetheless urges the City to work with local, state, and federal transportation authorities to accelerate the construction of the ramps as quickly as possible.

With regard to testimony received concerning the project's traffic impact, the Commission notes public hearing testimony from representatives of QDG stating that QDG has worked closely with the Department of Transportation to ensure all possible mitigation measures have been explored and included in the FSEIS to minimize any potential congestion issues. The Commission notes that the FSEIS has identified several traffic mitigation measures within Community Board 7 and Community Board 3. In addition, the Commission notes that QDG, in a letter of commitment to Community Board 7, will fund all of the mitigation measures identified in the FSEIS that require capital contributions, conduct a traffic monitoring program to determine the effectiveness of the mitigation, and make a $1.87 million contribution to the City's Infrastructure and Traffic Mitigation Fund.

During the CPC public hearing, the Commission heard testimony from a group of Willets Point business owners about their desire to relocate together at a single location due to their inter-related business operations. The Commission notes that EDC has retained a business relocation expert to assist businesses on City-owned property within the Special District to find new locations and to help them to work with brokers and landlords in their new locations. The Commission acknowledges subsequent assurances from EDC that the City is actively working with individual tenant businesses as well as those who have expressed interest in co-locating to identify viable relocation sites. The Commission also recognizes that businesses located on property the City has not yet acquired in the Special District cannot be offered relocation assistance as such negotiations would interfere with the tenant/landlord relationship. Nonetheless, the Commission urges EDC and its business relocation firm to thoroughly explore relocation options with affected businesses in the Phase 1 area.

The Commission notes that EDC has acquired 95 percent of the Phase 1 area through negotiated sales. The Commission urges EDC to continue negotiations with all willing owner-occupant businesses and property owners to achieve additional acquisition agreements for the remainder of Phase 1.

A number of additional comments made at the City Planning Commission's public hearing and in written testimony relate to issues that are beyond the scope of the application including

concerns about the City's selection of QDG as the designated developer of Phase 1, the City's financial contribution to facilitate development in Willets Point, and the development of the Willets West retail and entertainment center within mapped parkland.

Zoning Text Amendment

The Commission believes that proposed amendment to Section 124-60 is appropriate. The Commission believes that this text amendment, coupled with the applications for the special permits would allow a phased development within the Special District to include transitional uses where such uses assist in achieving the goals of the Special District, to the maximum extent possible taking into account the nature of the uses.

Special Permit to Modify Use or Bulk Regulations

The Commission believes that all of the applicable findings of the amended Section 124-60 are met.

The Commission acknowledges that the proposed use modifications would aid in achieving the general purposes of the Special District by facilitating an initial phase of development that will begin to transform Willets Point into the diverse and sustainable community envisioned in the 2008 Willets Point Development Plan. The Commission believes that without an initial stage of development that positions Willets Point for redevelopment by remediating environmental conditions and creating a destination that would draw activity into the area, Willets Point would remain isolated from its surroundings. The Commission believes that the initial stage of development would encourage a mix of uses that would recharacterize the Willets Point as a year-round destination and catalyze future development that establishes Willets Point as a center for economic development. As such, the Commission finds that the proposed use modifications aid in achieving the transformative goals of the District's general purposes.

The Commission believes that the proposed use modifications would facilitate development that would create a lively pedestrian-oriented environment along 126th Street and establish the front door of the Special District. The Commission notes that today, patrons of Citi Field and users of Flushing Meadows-Corona Park generally avoid having any experience with the Willets Point

area east of 126th Street. The Commission believes that the proposed use modifications would help establish new activities to attract area visitors to Willets Point and the proposed streetscape improvements, including a widened sidewalk, street trees, and an elevated promenade, would substantially improve the conditions for pedestrians walking to and from Willets Point. As such the Commission finds that the proposed use modifications encourage a lively pedestrian environment along the street.

The Commission also finds that the proposed use modifications relate harmoniously with the surrounding area by complementing the recreational programming available in Flushing Meadows-Corona Park and establishing a destination for attendees of events at Citi Field.

Minor Modification to a Previously Approved Amendment to the City Map

The Commission believes that modifying the sequence for filing of the previously approved amendments to the City Map is appropriate to provide suitable site planning flexibility to implement Phase 1 as well as future phases of development within the Special District. The Commission notes that when all of the maps are filed, the same streets would be eliminated, discontinued, and closed as previously approved.

FINDINGS

The City Planning Commission hereby finds, pursuant to Section 124-60 of the Zoning Resolution, as amended pursuant to the related application for a zoning text amendment (N 130220 ZRQ), that the use modifications proposed as part of a phased development are reasonably necessary for transitional purposes to assist in achievement of the goals of the Special District, and further finds that the following findings are met to the maximum extent possible, taking into account the nature of such uses:

(a) use or bulk modifications shall aid in achieving the general purposes and intent of the Special District;

(b) use modifications shall encourage a lively pedestrian environmental along the street, or is necessary for, and the only practicable way to achieve, the programmatic requirements of the development;

(c) not applicable;

(d) not applicable;

(e) use and bulk modifications shall relate harmoniously to the character of the surrounding area.

RESOLUTION

RESOLVED, that having considered the Final Supplemental Environmental Impact Statement (FSEIS), for which a Notice of Completion was issued on August 9, 2013, with respect to this application (CEQR No. 07DME014Q), the City Planning Commission finds that the requirements of the New York State Environmental Quality Review Act & regulations, has been met and that:

1. Consistent with social, economic, and other essential considerations, from among the reasonable alternatives thereto, the action is one that avoids or minimizes adverse environmental impacts to the maximum extent practicable; and

2. The adverse environmental impacts disclosed in the FSEIS will be minimized or avoided to the maximum extent practicable by incorporating as conditions to the approval, in accordance with an environmental commitment letter, dated August 14, 2013, from the New York City Economic Development Corporation, acknowledged by the Queens Development Group in letter dated August 14, 2013, and acknowledged and accepted by the Office of the Deputy Mayor for Economic Development, those project components related to the environment and mitigation measures that were identified as practicable.

This report of the City Planning Commission, together with the FSEIS, constitutes the written statement of facts, and of social, economic and other factors and standards, that form the basis of the decision, pursuant to Section 617.11(d) of the SEQRA regulations; and be it further

RESOLVED, that the City Planning Commission, in its capacity as the City Coastal Commission, has reviewed the waterfront aspects of this application and finds that the proposed action is consistent with WRP policies; and be it further

RESOLVED, by the City Planning Commission, pursuant to Sections 197-c and 200 of the New York City Charter, that based on the environmental determination, and the consideration and findings described in this report, the application submitted by Queens Development Group, LLC and New York City Economic Development Corporation pursuant to Sections 197-c and 201 of the New York City Charter for the grant of a special permit pursuant to Section 124-60 of the Zoning Resolution to modify applicable the use and bulk requirements to facilitate the development of a public parking lot with a maximum capacity of 2,650 spaces and active recreational uses on property (Zoning Lot 1) located easterly of 126th Street generally between proposed to be demapped 35th Avenue and Roosevelt Avenue (Block 1823, Lots 19, 20, 21, 23, 26, 28, 33, 40, 44, 47, 52, & 55; Block 1825, Lots 26, 28, 30, 37, 46, 48, 53, p/o 21 & p/o 55; Block 1826, Lots 1, 5, 14, 18, 20, 31, & 35; Block 1827, Lot 1; Block 1833, Lots 103, 111, 117, 120, 141, 151, 155, 158 & 172; p/o bed of proposed to be demapped 37th Avenue; p/o bed of proposed to be demapped 38th Avenue; bed of proposed to be demapped 39th Avenue; p/o bed of proposed to be demapped Willets Point Boulevard; and optional property to include Block 1823, Lots 1, 3, 5, 7, 12, 14, 58, 59, & 60; and p/o bed of proposed to be demapped 36th Avenue), in a C4-4 District, within the Special Willets Point District, Borough of Queens, Community District 7, is approved, subject to the following terms and conditions:

1. The property that is the subject of this application (C 130222 ZSQ) shall be developed in size and arrangement substantially in accordance with the dimensions, specifications and zoning computations indicated on the following plan, prepared by S9, an affiliate of Perkins Eastman Architects, filed with this application and incorporated in this resolution:

Drawing No.	Title	Last Date Revised
Z2.0	Zoning Lot 1 – Zoning Analysis	03/04/13
Z3.0	Zoning Lot 1 – Assemblage Option 1	03/04/13

Z3.1	Zoning Lot 1 – Assemblage Option 1	03/04/13
Z3.2	Zoning Lot 1 – Assemblage Option 2	03/04/13
Z3.3	Zoning Lot 1 – Assemblage Option 2	03/04/13
Z4.0	Zoning Lot 1 – Illustrative Interim Recreational Use Site Plan	03/04/13
Z4.1	Zoning Lot 1 – Illustrative Interim Recreational Use Site Plan	03/04/13

2. Such development shall conform to all applicable provisions of the Zoning Resolution, except for the modifications specifically granted in this resolution and shown on the plans listed above which have been filed with this application. All zoning computations are subject to verification and approval by the New York City Department of Buildings.

3. Such development shall conform to all applicable laws and regulations relating to its construction, operation and maintenance.

4. The development shall include those mitigative measures listed in the Final Supplemental Environmental Impact Statement (CEQR No. 07DEM014Q) issued on August 9, 2013 and identified as practicable.

5. In the event the property that is the subject of the application is developed as, sold as, or converted to condominium units, a homeowners' association, or cooperative ownership, a copy of this report and resolution and any subsequent modifications shall be provided to the Attorney General of the State of New York at the time of application for any such condominium, homeowners' or cooperative offering plan and, if the Attorney General so directs, shall be incorporated in full in any offering documents relating to the property.

6. All leases, subleases, or other agreements for use or occupancy of space at the subject property shall give actual notice of this special permit to the lessee, sub-lessee or occupant.

7. Upon the failure of any party having any right, title or interest in the property that is the subject of this application, or the failure of any heir, successor, assign, or legal representative of such party, to observe any of the covenants, restrictions, agreements, terms or conditions of this resolution whose provisions shall constitute conditions of the special permit hereby granted, the City Planning Commission may, without the consent of any other party, revoke any portion of or all of said special permit. Such power of revocation shall be in addition to and not limited to any other powers of the City Planning Commission, or of any other agency of government, or any private person or entity. Any such failure as stated above, or any alteration in the development that is the subject of this application that departs from any of the conditions listed above, is grounds for the City Planning Commission or the City Council, as applicable, to disapprove any application for modification, cancellation or amendment of the special permit hereby granted.

8. Neither the City of New York nor its employees or agents shall have any liability for money damages by reason of the city's or such employee's or agent's failure to act in accordance with the provisions of this special permit.

The above resolution (C 130122 ZSQ), duly adopted by the City Planning Commission on August 21, 2013 (Calendar No. 25) is filed with the Office of the Speaker, City Council, and the Borough President in accordance with the requirements of Section 197-d of the New York City Charter.

AMANDA M. BURDEN, *FAICP*, Chair
ANGELA M. BATTAGLIA, RAYANN BESSER, IRWIN G. CANTOR, P.E.,
ALFRED C. CERULLO, *III*, BETTY Y. CHEN, MARIA M. DEL TORO,
JOSEPH DOUEK, ANNA HAYES LEVIN, ORLANDO MARÍN, Commissioners

MICHELLE R. DE LA UZ, Commissioner Voted No

RICHARD W. EADDY, Commissioner Recused

Community Board 7

Borough of Queens

Bay Terrace, College Point, Beechhurst, Flushing,
Malba, Queensborough Hill, Whitestone and Willets Point

133-32 41st ROAD • 3rd FLOOR • FLUSHING, NY 11355
(718) 359-2800
Fax: (718) 463-3891
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Helen Marshall
Borough President

Barry Grodenchik
Deputy Borough President/Community Boards

Eugene T. Kelty, Jr.
Chairperson

Marilyn Bitterman
District Manager

August 15, 2013

Mr. James Merani
Director of Land Use Review
Department of City Planning
22 Reade Street
New York, N.Y.I 10007

RE: Willets Point

Dear Mr. Merani:

As a follow-up to the May 13, 2013 minutes that you received under separate cover, I want to re-affirm that the recommendations that the board submitted for C130223ZRQ, also apply to the following actions: N130220ZRQ; C130222ZRQ; C130224ZRQ; C130225ZRQ and M080221(A) MMQ.

I hope this clarifies the original paperwork that was forwarded onto your agency.

Sincerely,

Marilyn Bitterman
District Manager

c.c. Brendan Pillar - CPC

NYCPLANNING
DEPARTMENT OF CITY PLANNING CITY OF NEW YORK

Community/Borough Board Recommendation

Pursuant to the Uniform Land Use Review Procedure

Application #: **C 130223 ZSQ**	Project Name: **Willets Point Development**
CEQR Number: 07DME014Q	Borough(s): Queens Community District Number(s): 07

Please use the above application number on all correspondence concerning this application

SUBMISSION INSTRUCTIONS

1. Complete this form and return to the Department of City Planning by one of the following options:
   - **EMAIL (recommended):** Send email to **CalendarOffice@planning.nyc.gov** and include the following subject line: (CB or BP) Recommendation + (6-digit application number), e.g., "CB Recommendation #C100000ZSQ"
   - **MAIL:** Calendar Information Office, City Planning Commission, Room 2E, 22 Reade Street, New York, NY 10007
   - **FAX:** (212) 720-3356 and note "Attention of the Calendar Office"
2. Send one copy of the completed form with any attachments to the applicant's representative at the address listed below, one copy to the Borough President, and one copy to the Borough Board, when applicable.

Docket Description:

IN THE MATTER OF an application submitted by Queens Development Group, LLC and New York City Economic Development Corporation pursuant to Sections 197-c and 201 of the New York City Charter for the grant of a special permit pursuant to Section 124-60* of the Zoning Resolution to modify applicable the use and bulk requirements to facilitate the development of a public parking lot with a maximum capacity of 83 spaces, in conjunction with a commercial development on property (Zoning Lot 2) located easterly of 126th Street generally between proposed to be demapped 37th Avenue and proposed to be demapped 38th Avenue (Block 1825, Lots 1, 19, 58, p/o 21, p/o 55, p/o bed of proposed to be demapped 37th Avenue and p/o bed of proposed to be demapped 38th Avenue, in a C4-4 District, within the Special Willets Point District, Borough of Queens, Community District 7.

*Note: A zoning text amendment is proposed to modify Section 124-60 (SPECIAL PERMIT TO MODIFY USE OR BULK REGULATIONS) of the Zoning Resolution under a concurrent related application N 130220 ZRQ.

Plans for this proposal are on file with the City Planning Commission and may be seen at 22 Reade Street, Room 3N, New York, NY 10007.

APPROVED WITH CONDITIONS BASED UPON THE ATTACHED TWO LETTERS, ONE SIGNED BY DEPUTY MAYOR STEEL AND ONE SIGNED BY JOINT VENTURE. **SEE ATTACHED!**

Applicant(s):	Applicant's Representative:
Queens Development Group, LLC c/o Related, 60 Columbus Circle, New York, NY 10023 New York City Economic Development Corporation 110 William Street, New York, NY 10038	Jesse Masyr, Esq. Wachtel Masyr & Missry LLP 885 Second Avenue New York, NY 10017

Recommendation submitted by:
Queens Community Board 7

Date of public hearing: MAY 13, 2013 Location: UNION PLAZA CARE CENTER 33-23 UNION STREET, FLUSHING, NY

Was a quorum present? YES [X] NO [ ]

A public hearing requires a quorum of 20% of the appointed members of the board, but in no event fewer than seven such members.

Date of Vote: MAY 13, 2013 Location: UNION PLAZA CARE CENTER 33-23 UNION STREET, FLUSHING, NY

RECOMMENDATION

[ ] Approve
[XX] Approve With Modifications/Conditions
[ ] Disapprove
[ ] Disapprove With Modifications/Conditions

Please attach any further explanation of the recommendation on additional sheets, as necessary.

Voting

In Favor: 22 # Against: 18 # Abstaining: 1 Total members appointed to the board: 49

Name of CB/BB officer completing this form	*Title*	*Date*
EUGENE T. KELTY	CHAIRMAN	5/23/13

TO: Gene Kelty – Chair CB#7 Q

FROM: Chuck Apelian – Vice Chair/Land Use Co –Chair CB#7 Q

RE: Willets Point Redevelopment – ULURP #C130223-ZSQ

DATE: May 13, 2013

The Committee met numerous times to discuss this ULURP application to allow a 1.4 million SF retail and entertainment development at Willets West, and to allow temporary outdoor parking during construction on the 23-acre Willets Point project.

Five committee meetings were held (attendance sheets at Board office). All aspects of the development were thoroughly reviewed and a motion was made by Joe Sweeney and seconded by Arnold Wagner on May 8th to approve the project. The motion was defeated 7-2.

On May 13th, the Committee met and the Joint Venture Development Team (JV) presented a (5) page letter of assurances to CB#7, and the City provided a (4) Page letter of continued support from Deputy Mayor Robert Steele for our Committee's reconsideration. (Letters on file at Board office).

A new motion was made by Joe Sweeney and seconded by Arnold Wagner to approve the project with the inclusion of these letters and our following conditions:

1) Joint Venture agreed to alert CB#7 when all applications are made to NYS DEC.

2) Joint Venture agreed to include groundwater testing along with soil testing.

3) Traffic mitigation must be completed before the completion of Phase 1-A.

4) The City agreed to complete computerized signals in CB#7 by the completion of Phase 1-A. This must be done in CB#3 as well, as traffic west of Willets West will also be impacted by this development.

5) The City must immediately accelerate funds into an escrow account for construction of the Van Wyck Ramps. We want assurance these funds are guaranteed and available so Phase 1-B and ultimately Phase 2 can be built.

6) Ramps should be built sooner than the current projected date of 2021.

7) Road wear and tear rehabilitation must be implemented now for the remaining Phase 2 property owners.

Our Committee voted 10-7 to approve.

Sincerely,

Chuck Apelian
Vice Chairman- Land Use Co-Chairman – CB#7

RELATED

RECEIVED
MAY 22 2013
COMMUNITY BOARD 7

VIA OVERNIGHT DELIVERY

May 21, 2013

Mr. Eugene Kelty, Chairman
Queens Community Board #7
133-32 41st Road, 3rd Floor
Flushing, NY 11355

Dear Mr. Kelty:

As requested, please find enclosed an original copy of the executed letter to CB7 from Queens Development Group, LLC.

Please contact either myself at 212-801-1094 or Ethan Goodman at 212-909-9502 if you have any questions.

Thank you.

Sincerely,

Dean Vanderwarker

Enclosure

CC: Charles Apelian
145-30 29th Road
Flushing, NY 11354

Ethan Goodman, Wachtel, Masyr & Missry

Queens Development Group, LLC

May 13, 2013

Eugene T. Kelty, Chairman
Queens Community Board #7
133-32 41st Road, 3rd Floor
Flushing, NY 11355

Charles Apelian, Vice Chair and Land Use Chair
Queens Community Board #7
133-32 41st Road, 3rd Floor
Flushing, NY 11355

Dear Messrs. Kelty and Apelian,

Queens Development Group, LLC ("The JV") is the designated joint-venture developer of an approximately 23-acre parcel comprising Phase 1 of the Willets Point Development Project and is currently before your community board seeking a recommendation for approval of discretionary actions to facilitate its Willets Point development. The JV is comprised of an entity of the Related Companies and an entity of Sterling Equities. The JV currently envisions development of a two-phased project, defined as Phase 1A and Phase 1B, as outlined in the Willets Point Development Draft Supplemental Environmental Impact Statement dated March, 2013. Subject to review by the Queens Borough President and review and approval by the City Planning Commission and City Council, Phase 1A is currently envisioned to contain parking and recreation uses on the 23-acre Willets Point property and an Entertainment and Retail facility on the Willets West property, and Phase 1B is currently envisioned to replace the Phase 1A uses on the 23-acre Willets Point property with a mixed-use community.

As part of its effort to develop ongoing support and a strong working relationship with Queens Community Board #7 ("CB7Q"), and based on the understanding that CB7Q will provide that support via a recommendation to approve the discretionary actions referred to it by the City Planning Commission, this letter sets forth certain commitments of the JV, its sucessors and assigns, and is signed by an authorized representative of the JV.

This letter sets forth specific commitments with regard to continued dialogue with the Chair of CB7Q and his/her designate and continued meetings with CB7Q on a quarterly basis through completion of the project to provide updates and a discussion of progress on the project, as follows:

Environmental Remediation

- JV is committed to environmentally remediate the entire portion of the 23 acres of Willets Point property it acquires from the City of New York (the "Phase 1A/1B Property") and agrees to obtain all required approvals from the State Department of Environmental Conservation (NYSDEC), and all other agencies as required, with regard to this environmental remediation.

- JV will provide to CB7Q copies of the Remedial Action Plan (RAP) and Health and Safety Plan (HASP) to environmentally remediate the Willets Point property, and give CB7Q a reasonable timeframe to review and comment on those plans. JV will request that CB7Q is added to the notification list, as applicable, for any actions applied to at NYSDEC.

- JV commits to seek agency approvals to commence the environmental remediation process as defined above within 4 months of receiving clean title to all the property from the City, to the extent that forces beyond the control of the JV (such as force majeure events or legal challenges to the approval or sale) do not preclude this. Such process will include soil boring and groundwater tests, demolition and environmental remediation of the Phase 1A/1B Property.

- JV commits to ongoing monitoring of the environmental remediation of the Phase 1A/1B Property pursuant to NYSDEC regulations to prevent the Phase 1A/1B Property from being re-contaminated by adjacent properties. Should adjacent properties threaten to re-contaminate the Phase 1A/1B Property, the JV commits to remedy such threat pursuant to the standards set forth by NYSDEC and other applicable agencies to ensure re-contamination does not occur. Furthermore the JV will report to CB7Q on a quarterly basis with updates on the cleanup progress and the ongoing monitoring program until completion of the remediation as evidenced by signoffs by all appropriate agencies. If the JV misses any quarterly meeting with CB7Q, the JV will be responsible to pay $100,000.00 into the designated Willets Point Infrastructure and Traffic Mitigation Fund for each meeting missed.

Traffic & Transit

- JV commits to fund the implementation of all traffic mitigation measures at intersections and locations identified in the SEIS that require capital contributions.

- JV commits, in coordination with all required City agencies, to implement all traffic mitigation measures identified in the SEIS as required for the applicable Phase of its project. Furthermore, the JV will provide quarterly reports at meetings with CB7Q detailing the progress of approval and implementation of the traffic mitigation measures until completion of the project. If the JV misses any quarterly meeting with CB7Q, the JV will be responsible to pay $100,000.00 into the designated Willets Point Infrastructure and Traffic Mitigation Fund for each meeting missed.

- Upon completion and operation of the project, the JV commits to conduct and fund a traffic monitoring program to determine the effectiveness of the mitigation measures implemented

pursuant to the above commitment. Furthermore, the JV will provide to CB7Q copies of its plan for traffic monitoring and will appear with its traffic consultants before CB7Q to present and receive comments and recommendations before implementing the plan.

- In addition to implementing all SEIS mitigation measures and conducting and paying for its own post-opening traffic monitoring program as outlined above, the JV will deposit into the City's Infrastructure and Traffic Mitigation Fund an amount equal $1.87 million upon receiving construction financing for the Phase 1A development. Additional payments into the City's designated Infrastructure and Traffic Mitigation Fund will be made by the JV should it fail to appear quarterly in front of CB7Q, as discussed herein.

- The JV will conduct ongoing coordination with MTA to extend bus service that currently terminates at Flushing/Main Street westward to serve the Willets Point District and the Willets West Development. The JV further commits to share schematics and plans for the extension of such service with CB7Q on an ongoing basis.

Willets West

- JV commits to provide a minimum of 1 parking space per 400 square feet of leasable commercial space in Willets West.

- JV commits to construct the project to LEED environmental sustainability standards.

- JV commits to adhere to the current C4 Use Group regulations as such regulations are set forth in the Zoning Resolution of the City of New York. While the JV does not contemplate varying from the Use Groups currently permitted in a C4 District, the JV nonetheless further commits to consult with CB7Q should it seek to develop any future use on Willets West not currently permitted by C4 Use Group Regulations.

- JV agrees to share with CB7Q its Public Design Commission submittal and give CB7Q a reasonable timeframe for review and comment on the design of the Willets West development, which shall include, but not be limited to, design of: building structure; pedestrian and vehicular access and egress; and programming of external and internal public spaces.

Grading, Drainage and Storm Water

- In conjunction with the advancement of detailed construction plans for each phase of the development, the JV will meet with the Community Board to discuss grading/storm water design and management of the Phase 1A and Phase 1B project within the Willets Point District with the goal of improving overall drainage in the District and eliminating off-site impacts.

Parking

- JV will coordinate with The Mets and The City of New York to maintain, at a minimum, the same number of commuter parking spaces within the parking lots controlled by the Mets, as are provided now, under the same general terms of use.

- JV confirms that pursuant to the parking utilization study conducted for the Willets Point Development Draft Supplemental Environmental Impact Statement, and upon completion of the JV's project, sufficient parking spaces to accommodate commuters displaced from the Flushing Municipal Lot as a result of the Flushing Commons development are projected to be available within the existing Mets parking lots south of Roosevelt Avenue.

Phase 1B Development

- In conjunction with the JV's development of Phase 1B, the JV commits to fund and construct—if the NYC School Construction Authority does not itself elect to construct—a school of sufficient size to accommodate the students to be generated by its Phase 1B development. This size is currently contemplated to be approximately 1,000 seats as identified in the DSEIS, which exceeds the 850-seat school size agreed to by letter from then NYC Deputy Mayor Robert Lieber to CB7Q in 2008.

Affordable Housing

- JV agrees that 35% of the overall number of residential units will be affordable housing.

- JV commits to allow CB7Q a reasonable timeframe for review and comment on the affordable housing plan(s) developed in conjunction with Phase 1B development with regard to income levels and the percentage of affordable housing for seniors included in such plan(s).

Hiring Goals

- JV commits to a MWBE hiring target of 25% during construction.

- JV commits to a local hiring target of 25% during construction.

- JV commits to working with its tenants to conduct periodic job fairs in the surrounding local communities with the goal of tenants achieving an on-going target of 25% local employees and use of local goods and business services.

- JV commits to conducting outreach to local business owners to inform them of opportunities to locate within the Willets West Development, with the goal of maximizing local tenanting of Willets West.

- JV agrees to attend CB7Q's District Service Cabinet Meeting on a periodic basis to establish dialogue with City agencies and community groups regarding outreach and hiring events and coordinate on applicable construction issues.

Existing Tenants and Workers

- The JV fully supports the ongoing efforts of the City to provide relocation assistance to existing tenants and workers on City-owned property within the area comprising the Phase 1A/1B Property. Furthermore, the JV sincerely hopes the ongoing discussions between the City, the tenants/workers, and the local City Councilmember will result in a plan to relocate such tenants that is acceptable to all parties involved.

Additionally, the JV supports the City's commitment to exhaust every means of negotiation before considering the use of eminent domain, as evidenced by their acquisition/control of 95% of the acreage in the Phase 1A/1B area.

Please note that the JV shall make commercially reasonable efforts to schedule meetings at the mutual convenience of CB7Q, the JV and its consultants, and shall not be responsible for payments due to quarterly meetings that either do not occur due to the unavailability of CB7Q, are cancelled or postponed by CB7Q, or are missed due to unforeseen emergencies or force majeure events. Also note that overall payments into the City's designated Willets Point Infrastructure and Traffic Mitigation fund shall be $100,000.00 for each quarterly meeting with CB7Q that the JV misses, with the understanding that, if the JV appears at a meeting but fails to provide CB7Q with an update on one or more of the specific aforementioned topics at the meeting with CB7Q it shall be construed to be a missed meeting requiring payment.

The JV looks forward to both a successful development of Willets Point and Willets West and a long and fruitful relationship with CB7Q and local elected and appointed officials, and sincerely hopes it will receive a recommendation by the full board of CB7Q to approve the discretionary actions referred to it by the City Planning Commission.

Sincerely,

Queens Development Group, LLC

By Sterling Willets LLC

Richard Browne,
Authorized Representative

By Related Willets, LLC

Glenn Goldstein,
Authorized Representative

Cc: Councilmember Julissa Ferreras
Councilmember Peter Koo
Queens Borough President Helen Marshall

THE CITY OF NEW YORK
OFFICE OF THE MAYOR
NEW YORK, N.Y. 10007

ROBERT K. STEEL
DEPUTY MAYOR FOR ECONOMIC DEVELOPMENT

May 13, 2013

Mr. Eugene T. Kelty, Chairman
Queens Community Board #7
133-32 41st Road, 3rd Floor
Flushing, NY 11355

Mr. Charles Apelian, Vice Chair and Land Use Chair
Queens Community Board #7
133-32 41st Road, 3rd Floor
Flushing, NY 11355

Dear Messrs. Kelty and Apelian:

The Willets Point Development Plan is an historic redevelopment effort that will finally transform and revitalize a polluted and neglected neighborhood – a goal that has eluded the City for generations. The Plan will clean up decades of toxic pollution and help improve the quality of nearby waterways. It will provide the Willets Point District, located in one of the most vibrant parts of Queens, with basic infrastructure that it now lacks. In addition, it will establish a major new mixed-income neighborhood and commercial destination while creating thousands of jobs and infusing billions in private investment into the local economy.

The City's agreement with the Joint Venture development team will result in construction as originally envisioned in the Special Willets Point District and Urban Renewal Plan, with additional environmental remediation on even more acreage than was originally anticipated. The plan will activate significant acreage on both sides of Citi Field to create a true center of economic growth for Queens.

The first phase of the project, which encompasses 23 of the 62 acres which make up the District, will result in $3 billion in private investment, create 7,100 permanent jobs and 12,000 direct construction jobs, with MWBE and local hiring goals of 25 percent. During construction, the project will generate over $310 million in new tax revenue, and once operational will account for over $150 million in new annual tax revenue.

Over the past six weeks, this office, the New York City Economic Development Corporation (EDC) and the Joint Venture have met four times with the Community Board's Land Use and Zoning Committee, in addition to discussions with the Community Board leadership. I am writing to you in response to a series of concerns and questions raised by members of Community Board 7 during this time. The City remains committed to working closely with you and your entire Community Board on this large-scale, long-term project, and will continue to address these concerns as the project moves forward.

Printed on paper containing 30% post-consumer material.

1. City Commitments: The City has fully met and continues to meet the following commitments that were outlined by the City in June 2008 to Community Board 7:

   - Our commitment to exhaust every means of negotiation before considering the use of eminent domain remains consistent. At this time the City owns or is in contract to purchase approximately 95% of the acreage in the Phase 1 area. This has been accomplished entirely through negotiated settlements and EDC continues to seek negotiated settlements with the remaining property owners.

   - Our commitment to the Workforce Assistance Program to help Willets Point workers transition remains consistent. This program continues to be successful, with nearly 600 workers registered for program services since 2008, 280 of which are from Phase 1.

   - Our commitment to a new K-8 public school as part of the new development at Willets Point remains consistent. The JV has committed to funding and constructing a school of sufficient size to accommodate the students to be generated by its Phase 1B development. As part of Phase 2, an approximately 1,000 seat school is anticipated to be developed, as outlined in the DSEIS.

   - At the time of the 2008 approval, the City definitively agreed to a process for post-ULURP oversight, specifically with respect to future review of the project business terms by the Queens Borough Board, which includes Community Board representation. A process for post-ULURP oversight has also been developed, and the JV is committed to meeting with the Community Board on a quarterly basis.

   - Our commitment to ongoing coordination and interaction with the Community Board following the selection of the developer remains consistent. EDC has required the JV to meet with the community board prior to ULURP certification, and quarterly following the completion of ULURP, or face monetary penalties. The developer must contribute $100K to the Infrastructure and Traffic Mitigation Fund for any of these meetings that are missed. These meetings will continue through construction completion.

   - New traffic and parking analyses have been conducted as part of the DSEIS, and the City and the JV remain committed to ensuring that the planned parking supply at Willets Point will support demand generated by the project.

   - The affordable housing plan includes 35% affordability, which exceeds the City's initial commitment of 20%, including a percentage to be set aside for senior housing. Consistent with our commitment, the City and JV are still targeting the majority of affordable units to be for households earning up to 60% AMI, and there will continue to be a 50% preference for community members.

   - The City remains committed to establishing an Infrastructure and Traffic Mitigation Fund. The JV is contractually obligated to deposit $1.87 million (its pro-rata share) into the fund prior to construction of the first phase of the project. These funds may only be applied to the cost of studies and improvements which address traffic or infrastructure issues that may emerge as a

result of completed development, over and above any commitments already being made by the JV in connection with the Project. Should any money be left in the Fund at the completion of the project, the funding will continue to be committed to studies and/or improvements within and around the project area.

- The City remains committed to sustainable development. The developer is required to achieve LEED certification for each building within the development. Further, the JV's proposal includes more remediation than originally planned in the Phase 1 area.

2. Ramps: The City remains fully committed to building the Van Wyck Expressway ramps. Ramp approval was achieved last year with the assistance of Congressman Joseph Crowley and funds needed to begin design are already budgeted. As the Mayor announced on June 14, 2012, the City has committed capital out-year funding for construction of the ramps. The City's commitment to construct the ramps is consistent with and further demonstrates the City's commitment to ensure that both Phase 1B and Phase 2 are built.

3. Business Relocation: The City is fully committed to assisting businesses as they relocate and has partnered with Cornerstone Group to help facilitate the relocation process. To date, Cornerstone has reached out to all tenants on City-owned properties in the Phase 1 area. They commenced their current round of business relocation outreach in August 2012 and have contacted businesses on City-owned property in Phase 1 numerous times to understand their needs and present possible relocation sites. Cornerstone will continue to provide business relocation assistance throughout the relocation process. In addition, the City is committed to working with Council Member Julissa Ferreras to identify additional assistance to improve upon the City's current available relocation benefits.

4. Transportation Improvements: The City currently has 90% of its signalized intersections running with Advance Solid State Traffic Controllers (ASTCs). This allows NYCDOT to communicate through a wireless system with its signals to change timing patterns from the Traffic Management Center. Roosevelt Avenue and Northern Boulevard already have this hardware, and College Point Boulevard was also recently added into the system. Any new equipment installed as part of the Willets Point Development will have ASTCs. By the time Phase 1A is built, NYCDOT commits that all locations within the development area, and also throughout Community Board 7, will have this capability.

   In addition, DOT will begin reconstructing the Roosevelt Avenue Bridge in 2014, resulting in traffic flow and pedestrian safety improvements, as well as a new bike path which will provide better connections between Flushing and the Willets Point area.

   Since the beginning of the year NYCDOT has responded to 70 roadway defect reports in the Willets Point area, which translates into approximately 280 filled potholes. NYCDOT will continue to respond to complaints as they come in. Until more permanent and rehabilitative work occurs in the area DOT can only respond to potholes.

5. Infrastructure and Traffic Mitigation Fund: In addition to requiring the JV to provide $1.87 million to this Fund, the City will work with the Community Board to discuss and seek feedback on any potential improvements that may be made prior to spending the funds. Additionally, the Community Board may make its own recommendations on traffic related improvements and, where feasible, implementation of the Community Board's recommendations will be prioritized.

6. Remediation: The City commits to continue to work closely with the community as Phase 2 and remediation of this area proceeds, including providing the Community Board with copies of the Remedial Action Plan (RAP) and Health and Safety Plan (HASP) for Phase 2 cleanup at the time of development of that portion of the District, and shall give the Community Board the opportunity to review and comment on such plans. The City commits to ongoing monitoring of the cleanup of Phase 2, pursuant to DEC regulations and ensure ongoing reporting to the Community Board with updates on the cleanup progress and ongoing monitoring program until the remediation is completed.

I look forward to working with you in developing a successful project. Please feel free to call with any questions.

Sincerely,

Robert K. Steel

cc: Council Member Julissa Ferreras
Council Member Peter Koo
Borough President Helen M. Marshall

COMMUNITY BOARD No. 3, Q.

82-11 37th Avenue, Suite 606
Jackson Heights, New York 11372
Telephone: (718) 458-2707
Fax: (718) 458-3316
www.CB3QN.NYC.GOV
COMMUNITYBOARD3@NYC.RR.COM

Marta E. Lebreton, Chairperson
GIOVANNA A. REID, District Manager

HELEN MARSHALL, Borough President
BARRY GRODENCHIK, Deputy Borough President and Community Board Director

Stephen Kulhanek
First Vice-Chairperson
Ann Brown
Second Vice-Chairperson
Lisa Mesulam
Treasurer
Edmund Rosenbaum *Secretary*
Grace V. Lawrence
Past Chair

Mr. James Merani
Director of Land Review
22 Read Street
New York, N New York 10007

August 14, 2013

Re: **C130233ZRQ- Willets Point**

Dear Mr. Merani,

Please accept this memo as clarification that the recommendation that we submitted to City Planning concerning the above referenced application was intended to apply to all proposed actions. Thank you in advance for your cooperation pertaining to this very important matter

Sincerely,

Marta E. Lebreton

Marta E. Lebreton
Chairperson, Community Board3, Queens

The City of New York

COMMUNITY BOARD No. 3, Q.

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First Vice-Chairperson
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Lisa Mesulam
Treasurer
Edmund Rosenbaum *Secretary*
Grace V. Lawrence
Past Chair

ATT: City Planning Commission Calendar Office

From: Marta Lebreton, Chairperson, CB3, Queens ML.

Giovanna A. Reid, District Manager, CB3, Queens GAR

Date: 7/18/13

Re: **Corrected Recommendation-**

ULURP C130223ZSQ- Willets Point Redevelopment Project-

It was brought to our attention that there are a few errors in the original document that was submitted to your office. Unknowingly, unintended changes were made to the original document during the spell check process, the vote total and few minor typographical errors incurred. We know that the CPC is currently reviewing the application and want to ensure that your agency has accurate information. We therefore respectfully request that City Planning kindly accept our attached corrected recommendation in place of the document that was sent to your office via email on 5/28/13. Please do not hesitate to contact us at 718-458-2707 or communityboard3@nyc.rr.com should you require further information. Thank you in advance for consideration of our request.

City Planning Commission
Calendar Information Office
22 Reade Street, Room 2E
New York, N. Y. 10007

APPLICATION: ULURP#C130223ZSQ-Willets Point Redevelopment Project- (Corrected)

DOCKET DESCRIPTION: Willets Point Redevelopment Project

COMMUNITY BOARD NO. 3

BOROUGH Queens BOROUGH BOARD

DATE OF PUBLIC HEARING 5/23/2013 LOCATION: **Elmcor**
107- 20 Northern Blvd.
Corona, NY 11369

WAS QUORUM PRESENT? X YES ___NO
VOTE ADOPTING RECOMMENDATION TAKEN

DATE 5/23/2013 LOCATION: Same as above

RECOMMENDATION:

In the matter of ULURP#C130223ZSQ-Willets Point Redevelopment Project., Community Board3,Queens under ULURP Section 2-03 Item G allows for the review and vote on Actions Not in a Community District.

While Willets Point may be geographically located within Community Board7; the proposed action will directly impact more that 250 thousand residents in community board3. Our border is merely a couple of blocks from the site and therefore any and all actions that take place at Willets Point will directly impact the residents of our board.

On Tuesday, May 21, 2013 Community Board3 convened a Joint Committee meeting of Business Economic Development, Parks, Land Use and Traffic / Transportation at the Langston Hughes Library to review the Willets Point Redevelopment project which includes Willets West and the Willets Point Special District.

Further on Thursday, May 23, 2013 CB3 held its public hearing and vote on the aforementioned plan at Elmcor Recreational Center.

After careful review of the proposal, the Board concluded that the plan in its present form be **Disapproved** for the following reasons:

CB3Q is opposed to constructing a mall on mapped public parkland;

The demolition of the Empire Millwork Corporation Building- a historic site listed in the state and national registries;

And the proposed development schedule. The plan calls for soil remediation of 23 unit 62 acres of the proposed site, which would be in phase 1A of the project. The anticipated completion date would be 2018 where retail and hotel space would be constructed.

Affordable housing and the construction of a high school and elementary schools would not come about until 2028, ten years later in phase 1B. The aforementioned schools and housing should be included in the first phase.

The impacts Not addressed in the current proposal are:

Traffic:
Although a commitment has been made to provide $1.87 million to establish an infrastructure and traffic mitigation fund for traffic improvements; there was no mention of how traffic congestion would be mitigated in CB3. The traffic studies that were conducted did not go far enough. They did not include 114th Street, Astoria Boulevard, 34th Avenue, Roosevelt Avenue and Northern Boulevard.

Transit:

CB3Q will be impacted by the increase of ridership on the Subway Line #7 and the Bus Lines Q48, Q66 and Q19 on these already over taxed service lines.

Public Health Concerns

CB3 has been identified as one of the districts that has the highest incidents of asthma and other respiratory ailments. The applicants report that the increase in traffic would have no impact on Community Board 3. The increase in traffic volumes will surely adversely affect our fragile constituents.

Clean Up Willets Point /Flushing Bay

Community Board3 strongly recommends that a complete cleanup on all acres in Willets Point not be conducted, **Not** just in the Special District. Further, clean up Flushing Bay. In the current proposal there is no mention about the cleaning of the bay.

Social Injustice/Displacement

The current plans does not consider our community needs, nor acknowledge the impacts the proposed plan will have on the displacement of the most vulnerable residents in CB3,both residential and commercial.

Willets Point Advisory Committee

The Willets Point proposal- is the City's largest development project in this section of Queens: The impact of this major undertaking will affect not only the residents of CB7, but all of the surrounding Board areas.

The Borough President's recommendation of 2008 approved the application with the condition that The Willets Point Advisory Committee comprised of the Queens Borough President, local elected officials, representatives from Community Boards 3, 4 and 7, and other community leaders would remain in place for the duration of the project, including during developer selection, construction, implementation and all other phases of Willets Point Development. We strongly suggest that the Borough President's recommendation be complied with.

Community Board3 recommends that the application be **Disapproved** as presented. This proposed project would change the character of the surrounding neighborhoods and impact the quality of life of over 250,000 residents and the livelihood of many small mom/pop businesses.

With a vote of **30 in Favor, 1 Opposed** and **1 Abstention**, the motion to **Disapprove** the application was passed.

_____ APPROVE _____APPROVE WITH MODIFICATIONS/ CONDITIONS

__X_____ DISAPPROVE _____DISAPPROVE WITH MODIFICATIONS/ CONDITIONS

VOTING:
IN FAVOR __30___ AGAINST ____1__ ABSTAINING __1__

TOTAL MEMBERS APPOINTED TO BOARD ___46_____

Marta E. Lebreton Chairperson

COMMUNITY / BOROUGH BOARD OFFICER Title

__5/28/13_____Date Community Board 3@nyc.rr.

Queens Borough President Recommendation

APPLICATION: ULURP# C130222 ZSQ **COMMUNITY BOARD: Q07**

DOCKET DESCRIPTION

IN THE MATTER of an application submitted by Queens Development Group, LLC and New York City Economic Development Corporation pursuant to Sections 197-c and 201 of the New York City Charter for the grant of a special permit pursuant to Section 124-60 of the Zoning Resolution to modify applicable the use and bulk requirements to facilitate the development of a public parking lot with a maximum capacity of 2,650 spaces and active recreational uses on property (Zoning Lot 1) located easterly of 126th Street generally between proposed to be demapped 35th Avenue and Roosevelt Avenue (blocks 1823, Lots 19, 20, 21, 23, 26, 28, 33, 40, 44, 47, 52 &55,; Block 1825, Lots 26, 28, 30, 37, 46, 48, 53, p/o 21 & p/o 55; Block 1826, Lots 1, 5, 14, 18, 20, 31, &35; Block 1827, Lot a; Block 1833, Lots 103, 111, 117, 120, 141, 151, 155, 158, & 172; p/o bed of proposed to be demapped 37th Avenue; p/o bed of proposed to be demapped Willets Point Boulevard; and optional property to indlude Block 1823, Lots 1, 3, 5, 7, 12, 14, 58, 59, &60; and p/o bed of proposed to be demapped 36th Avenue, in a C4-4 District, within the Special Willets Point District, Borough of Queens. (Related items: ULURP # N 130220 ZRQ, #C130223 ZSQ, #C 130224 ZSQ, #C 130225 ZSQ, #M 080221 MMQ)

PUBLIC HEARING

A Public Hearing was held in the Borough President's Conference Room at 120-55 Queens Boulevard on June 6, 2013 at 10:30 A.M. pursuant to Section 82(5) of the New York City Charter and was duly advertised in the manner specified in Section 197-c (i) of the New York City Charter. The applicant made a presentation. There were two (2) speakers in favor and twenty (20) speakers opposed to the application. The hearing was closed.

CONSIDERATION

Subsequent to review of the application and consideration of testimony received at the public hearing, the following issues and impacts have been identified:

- The applicant is requesting a special permit to modify use and bulk regulations of the Special Willets Point district that are reasonably necessary or for transitional purposes to achieve the overall goals of revitalization of the Willets Point. The special permit would facilitate interim large surface parking lots and active recreational uses that are not allowed as-of-right during Phase 1A of the long-term area-wide redevelopment strategy. The special permit would allow curb cuts along 126th Street, waiver of street tree and landscaping requirements in and around the temporary parking lot in Zoning Lot 1;

- A number of actions including creation of the Special Willets Point District and an urban renewal plan for the area were approved in 2008 to facilitate the Willets Point Development Plan. In 2012, the Queens Development Group ("QDG") – a joint venture between the Related Companies and Sterling Equities – who responded to a Request For Proposals (RFP) was selected by the City to redevelop the Willets Point area. In addition to development in the Willets Point Special District, the QDG proposal also includes development of a 1.4 million gross square foot entertainment and retail center on the surface parking area west of Citi Field ("Willets West");

- QDG proposes three stages of development (Phase 1A, Phase 1B and Phase 2) within the Special Willets Point District and Willets West. The applicant is responsible for and has committed to paying for major traffic capital improvements (i.e. traffic signal improvements, restriping and creation of new turn lanes) to mitigate potential traffic impacts. The applicant will also coordinate with the NYC Department of Transportation to monitor traffic conditions on an ongoing basis;

- Phase 1A would begin with remediation of a 23-acre area within the Special Willets Point District. Following completion of remediation there would be development of 30,000 sf ground floor retail space and a 200-room hotel along 126th Street. The existing parking spaces to the west of Citifield would then be relocated on a temporary basis within that 23-acre portion of the Special Willets Point District. The 1.4 million sf retail and entertainment center would be constructed on the former parking area adjacent to CitiField. The temporary surface parking would allow up to 2832 spaces that would be used only to support CitiField events and other major events at Flushing Meadows-Corona Park. At other times, whenever not used for parking, the area would be used for active recreation uses such as a driving range, basketball courts, volleyball courts and a heated multi-sports bubble in winter for soccer, tennis or other uses. Phase 1A would be completed by 2018;

- Phase 1B would commence following completion of the Van Wyck Expressway Ramp Improvements in 2024. In Phase 1B, the area occupied in Phase 1A by the parking/recreation uses would be replaced with 4.23 million sf of residential, office, retail, hotel, 1000-seat public school, community facility, enclosed parking and public open spaces on the initial 23-acre portion of Special Willets Point District. The development would include: 2.49 million sf of residential use (2,490 units, 35% or 827 of which would be affordable units); 500,000 sf office space; an approximately 235,000 sf or 290 room hotel; 25,000 sf of

Continued...

community facility space; a 1000-seat public school; enclosed or below-grade structured parking and more than six acres of new public open space. During this phase the Phase 1A temporary parking would be replaced with new structured parking built on the site of the existing parking lots south of Roosevelt Avenue currently used for CitiField parking. It is anticipated that Phase 1B would be completed by 2028;

- It is projected that QDG will make a combined $3 billion private investment to construct Phase 1A and 1B. The project will have MWBE and local hiring goals of 25% for the 12,000 construction jobs and 7,100 permanent jobs created and generate over $310 million tax revenue. The estimated annual tax revenues when completed are $150 million;

- While not designated to redevelop the remaining approximately 38 acres within the Special Willets Point District, QDG outlined a plan that would construct an additional approximately 4.7 million sf of development consisting of residential, retail, office, hotel, school, community facility, parking and open spaces anticipated to be completed by 2032;

- The CB 7 Land Use Committee (LUC) held four meetings with EDC and the QDG to review this application. At the May 8th CB7 LUC meeting a motion recommending approval of the application to the full board was defeated. The LUC was reconvened on May 13th prior to CB 7's monthly meeting of the full board to review letters received from Deputy Mayor Robert Steel and QDG addressing issues that had been raised during the previous meetings. Following the committee meeting the LUC recommended approval with conditions to the full board;

- A summary of the letter from QDG is as follows: Remediate the 23 acres of Willets Point property and obtain all required approvals from city and state agencies; provide CB 7 copies of the Remedial Action Plan and Health and Safety Plan in reasonable time to review; seek agency approvals to commence the remediation process within 4 months of receiving title to all the property from the City; fund the implementation of all traffic mitigation measures at intersections and locations identified in the SEIS; ongoing monitoring to the remediation and traffic mitigation plans of Phase 1A/1B property and report to CB 7 on a quarterly basis; $100,000 into the designated Willets Point infrastructure and Traffic Mitigation Fund for missed quarterly meeting with CB7; conduct and fund a traffic monitoring program and update CB7; deposit $1.87 million into the City's Infrastructure and Traffic Mitigation Fund upon receiving construction financing for the Phase 1A development; coordination with MTA to extend bus service to serve the Willets Point District and the Willets West development; for Willets West development QDG is committed to provide a minimum of 1 parking space/400sf of leasable commercial space; LEED environmental sustainable standards; adhere to C4 district use regulation; share Public Design Commission submittal with CB 7; keep the same number of commuter parking spaces; accommodate commuter parking spaces displaced due to the Flushing Commons project upon completion of QDG project; 35% of the overall number of residential units be affordable housing; commit to MWBE hiring target of 25% and local hiring target of 25% during construction; hold job fairs periodically in local communities for on-going target of 25% local employees and use local goods and business services; maximize local tenants in Willets Point; periodically participate in CB7 District Service Cabinet Meeting; and support the efforts to the City to provide relocation of existing tenants and workers;

- A Summary of the letter from Deputy Mayor Robert Steel is as follows: continue to seek negotiated settlement for the rest of the property; commit to continue Workforce Assistance Program; commit to build a 1000-seat K-8 school funded by QDG in Phase1B; coordinate and communicate regularly with CB7 and QDG; provide 35% housing be affordable for households earning up to 60% AMI and 50% preference for community members; establish an Infrastructure and Traffic Mitigation Fund; LEED certificate for each building in the development; committed to build the Van Wyck Expresway ramps; partnered with Cornerstone Group to assist business relocation and committed to work with Council Member Julissa Ferreras to identified additional assistance; install computerized signals in Willets Point development and throughout CB 7; commence reconstruction of Roosevelt Avenue Bridge in 2014; DOT will continue to respond to potholes in Willets Point area; and continue to work with CB7 as Phase 2 and remediation of the area;

- CB7 approved this application with conditions by a vote of twenty-two (22) in favor with eighteen (18) against and one (1) abstaining at a public hearing held on May 13, 2013. CB 7's conditions of approval are as follows: QDG agreed to alert CB7 when all applications are made to NYC DEC; include groundwater testing along with soil testing; traffic mitigation must be completed before the completion of Phase 1A; the City agreed to complete computerized signals in CB7 and CB3 by the completion of Phase 1A; the City must immediately accelerate funds into an escrow account for construction of the Van Wyck Ramps; ramps should be built sooner than the current projected date of 2021; road wear and tear rehabilitation must be implemented now for the remaining phase 2 property owners;

- Community Board 3 (CB 3) requested an opportunity to review and comment on this application which is located in and was certified for CB 7 review. CB 3 disapproved this application by a vote of thirty-one (31) against, one (1) in favor and one (1) abstaining at CB3 public hearing held on May 13, 2013. Their reasons cited for disapproving included: construction of a mall on parkland, demolition of an historic site, the delayed of construction of affordable housing and the proposed school in the last phase of the project, unaddressed impacts such as traffic congestion in CB 3 at 114th Street, Astoria Boulevard, 34th & Roosevelt Avenues and Northern Boulevard, increased burden on bus and subway lines, public health concerns related to air pollution caused by traffic congestion, environmental cleanup should not be limited to Willets Point Special District, wastewater treatment must be expanded to clean up the nearby Flushing Bay, the Willets Point Advisory Committee should meet during the course of construction;

Continued...

- At the Queens Borough President's Land Use Public Hearing testimony was received from some workers, business and property owners from the Willets Point District, housing advocates and surrounding area residents who expressed their concerns about the city's and developer's commitment to build affordable housing, doubts about the commitment to construction of the Van Wyck Expressway ramps, anticipation of negative traffic impacts, tenant and worker displacement, and that development of Willets West on public land was not part of plan approved in 2008.

RECOMMENDATION

The Willets Point Development Plan will begin with environmental cleanup of one hundred years of contamination that will allow transformation of a blighted and underutilized area into a vibrant full time retail, entertainment and residential community. It would be preferred if remediation and redevelopment of the approximately 61 acre Special Willets Point District could be done in its entirety. However, given the costs and scale of the environmental cleanup, the work and ground preparation required to construct the necessary infrastructure, and the engineering that will be required to account for sea rise due to climate change - this project will be a phased development.

Phase 1A will provide the beginnings of the area's transformation with retail development on 126th Street as well as space for various active recreational and sports uses when not in use for parking. Phase 1B will entail development of retail, office and residential buildings of which 35% of the units will be affordable for low-income families in the 23 acres. These initial phases will lead to development of the rest of the Willets Point District in Phase 2.

Phase 1A/1B combined will be a $3 billion private investment, that will provide 12,000 construction jobs with MWBE and local hiring goals of 25% and when completed will provide 7,100 permanent jobs and generate over $310 million tax revenue. When completed, it is expected that the project will generate $150 million in tax revenues annually.

Based upon the above consideration, I hereby recommend approval of this application with the following conditions:

- The full build out and impacts of this project will occur over the next few decades. During this time it will be critical that the community boards, the Office of the Queens Borough President and local elected officials are kept informed on progress of the project, any construction related issues that may arise, and traffic circulation concerns in the area. The applicant and relevant city agencies should meet on a regular quarterly basis with an oversight entity consisting of the Queens Borough President, local elected officials, representatives from the community boards and community leaders for continued updates and allowing input during construction and post-construction of the project;
- Letters were submitted by the Queens Development Group, LLC and the Deputy Mayor Robert Steel assuring their commitment to completing the project, timely completion of the environmental remediation, alleviation of traffic and transit impacts that may occur, affordable housing, MWBE and local hiring programs during construction, worker and business relocation assistance for Willets Point, and allocation of funding for infrastructure improvements were some of the promises made. Both the applicant and EDC must fulfill all of the commitments that made in those letters;
- Funding must be committed to the design and construction of the Van Wyck Expressway Access Ramps. These projects must be prioritized and expedited to assure Phase 1B development which is predicated on the completion of the ramps;
- Commitments were made that the development would be constructed using environmentally sustainable practices and materials and conforming to LEED standards. These commitments must be kept and fulfilled;
- QDG shall fund a MWBE and local hiring capacity building program to be managed by the NYC Economic Development Corporation in the amount of approximately $900,000 during the first 5 years of the project;
- Queens Development Group, LLC shall establish a MWBE program that will attain program participation goals of 25% for each of the subject groups (minority, women and local contractors)
- QDG shall establish a local hiring program that ensures participation of local residents particularly workers living in the communities immediately surrounding the project (Corona, East Elmhurst, Flushing) and those living in other parts of Queens;
- The Queens Development Group, LLC must coordinate and work closely with EDC and capacity building program to assure that participants in the MWBE and local hiring programs are provided with equal and timely notification of trade bidding opportunities and contract awards. Such knowledge and information would help alert MWBE and local contractors to potential opportunities for which they may qualify;

Continued...

- There should be a Project Labor Agreement with the NYC Building Trades Council and seek cooperation and commitments to attain the program goals for women, minority and local hiring as a priority of the project;
- Prior to selecting a general contractor/construction manager, QDG shall examine their track record for administering MWBE and local hiring outreach to maximize participation;
- QDG shall monitor and measure project goals throughout the course of their project and shall ultimately be responsible for MWBE and local hiring outcomes;
- The Queens Development Group, LLC must participate in the regularly scheduled meetings of the existing MWBE and Local Hiring Task Force on a regular basis as the Willets West and Special Willets Point District developments proceed into the future.

Helen M. Marshall — 7/2/13

PRESIDENT, BOROUGH OF QUEENS — **DATE**

Exhibit A

Executive Summary
for the
Final Supplemental Environmental Impact Statement

Willets Point Development Project

A. INTRODUCTION

This Supplemental Environmental Impact Statement (SEIS) addresses proposed modifications to the previously approved Willets Point Development Plan for the approximately 61-acre Special Willets Point District in Queens, to include the proposed "Willets West" development on the surface parking lot west of the CitiField baseball stadium; the development of structured parking facilities on surface parking Lot D and South Lot along Roosevelt Avenue, adjacent to the stadium (see **Figure S-1**); and changes to the phasing of the project. With these modifications, the project site would comprise approximately 108.9 acres and the proposed project could result in up to 10.34 million square feet of development. This SEIS also considers changes in background conditions, including federal approval of the Freeway Access Modification Report (AMR) for new vehicular connections from the Special Willets Point District to the Van Wyck Expressway.

A Final Generic Environmental Impact Statement (FGEIS) for the Willets Point Development Plan (the Plan) was issued in September 2008 by the Office of the Deputy Mayor for Economic Development (ODMED) as lead agency under the New York State Environmental Quality Review Act (SEQRA), its implementing regulations (6 NYCRR Part 617), and New York City Environmental Quality Review (CEQR). The approved project was for redevelopment of a largely underutilized site with substandard conditions and environmental degradation into a lively, sustainable community and regional destination with approximately 8.94 million square feet of residential, retail, hotel, convention center, entertainment, commercial office, community facility, open space, and parking uses.

The proposed modifications to the previously approved Willets Point Development Plan require public review, including by the local Community Board and the Queens Borough President, and approvals by government agencies, including the Office of the Deputy Mayor for Economic Development, the New York City Planning Commission (CPC), and the City Council. Because it has been determined that the proposed project may result in new or greater significant adverse impacts than were disclosed in the 2008 FGEIS, the proposed project requires review and the preparation of an SEIS under CEQR.

B. PROJECT BACKGROUND

Since World War II, there have been numerous attempts to redevelop Willets Point, which became known over the years for its many auto repair businesses and junkyards. Since 2000, these planning efforts have accelerated. In 2001, the City's Department of Housing Preservation and Development (HPD) design workshop explored potential redevelopment ideas and recommended land uses that would connect Willets Point with neighboring communities and complement nearby attractions and facilities. In 2002, the City created the Downtown Flushing Task Force, which outlined land use and economic goals for the redevelopment of Willets Point in its Downtown Flushing Development Framework. The Downtown Flushing Development

2.26.13

Project Site Boundary

0 500 1000 FEET
SCALE

Project Site Map
Figure S-1

Framework became the starting point for the City's creation of the Willets Point Development Plan. The numerous actions required for the Plan—which included the creation of a new special zoning district (the Special Willets Point District) and an urban renewal plan for the area—required review under SEQRA and CEQR.

An FGEIS for the Willets Point Development Plan was issued in September 2008 by ODMED as lead agency under SEQRA, its implementing regulations (6 NYCRR Part 617), and CEQR. The Willets Point Development Plan was approved by the City Council in 2008. Subsequent technical memoranda assessed the potential effects of modifications to the proposed actions and were accepted by ODMED; SEQRA findings were issued on February 11, 2011.

In May 2011, the City issued a revised Request for Qualifications and Request for Proposals for the redevelopment of this area. The City has also undertaken several measures that support the goals of the Plan, including measures related to site acquisition, assistance for District workers, advancement of the proposed connections to the Van Wyck Expressway, and ongoing infrastructure work. In December 2011, the City also broke ground on the new sanitary and storm water mains that will provide new public sanitary sewer service to support the redevelopment of the District and adjacent areas and replace an inadequately sized storm water sewer and outfall to help alleviate chronic flooding that occurs in the District and adjacent areas. Adjacent to the Special Willets Point District, the new CitiField stadium opened in 2009, replacing the former Shea Stadium, and the area formerly occupied by Shea Stadium was converted to a surface parking lot.

In 2012, in response to a competitive Request for Proposal process, the Queens Development Group, LLC (QDG)—a joint venture between the Related Companies and Sterling Equities—was selected as the City's designated developer for Phases 1A and 1B of the Willets Point Development Plan.[1] QDG is proposing to include in its proposed development additional land beyond the boundaries of the Special Willets Point District in order to develop portions of the main CitiField stadium parking field ("Willets West") and CitiField parking fields south of Roosevelt Avenue. QDG is also proposing to develop interim parking uses on a portion of the land within the Special Willets Point District to accommodate the stadium's parking demand during the initial phase of the area's proposed redevelopment. The discretionary actions needed for the proposed modifications include a zoning text amendment, a special permit to allow surface parking and recreational uses within the Special Willets Point District, and modification of the City's existing lease for the CitiField parking lot, as well as potential additional actions discussed below.

PRIOR ENVIRONMENTAL REVIEW

The 2008 FGEIS examined the potential for significant impacts resulting from the redevelopment of the project site in the impact categories of land use, zoning, and public policy; socioeconomic conditions; community facilities; open space; shadows; historic resources; urban design and visual resources; neighborhood character; natural resources; hazardous materials; waterfront revitalization program; infrastructure; solid waste and sanitation; energy; traffic and parking; transit and pedestrians; air quality; noise; construction impacts; and public health. The 2008 FGEIS found that no significant adverse environmental impacts would result from the proposed development Plan with respect to land use, zoning, and public policy; socioeconomic

[1] Formerly Phase 1 in Technical Memorandum #4, with some adjustments to footprint.

conditions; open space; shadows; urban design and visual resources; neighborhood character; natural resources; waterfront revitalization program; infrastructure; solid waste and sanitation; energy air quality; construction impacts; and public health. Potentially significant impacts were identified for publicly funded child care, historic resources, hazardous materials, traffic, transit and pedestrians, and noise.

Subsequent to the issuance of the 2008 FGEIS, CPC proposed several modifications to the Special Willets Point District zoning regulations. These modifications were described, and their potential for significant adverse environmental impacts examined, in a technical memorandum dated September 23, 2008 (Technical Memorandum #1), which found that there were no additional impacts due to the modifications that had not been disclosed in the 2008 FGEIS. CPC voted in favor of the Willets Point Development Plan with those modifications on September 24, 2008.

Following the CPC vote, new information became available related to: negotiated property acquisition by the City in the District; Phase II Environmental Site Investigations (ESIs) in the District; the amount of affordable housing to be provided in the District (an increase from 20 to 35 percent); and projected school and day care populations. This information was described, and its potential to result in significant adverse environmental impacts not previously identified was examined, in a technical memorandum dated November 12, 2008 (Technical Memorandum #2). That technical memorandum concluded that none of the newly available information would lead to significant adverse environmental impacts that had not been identified and addressed in the 2008 FGEIS. The City Council voted to approve the Willets Point Development Plan with the CPC modifications on November 13, 2008.

In 2009, the City considered the effect of the economic downturn on the Willets Point project. The City anticipated that economic conditions would make it challenging for developers to finance the acquisition and remediation of the entire Willets Point site at one time and prior to any development, as described in the 2008 FGEIS. In a technical memorandum dated November 23, 2009 (Technical Memorandum #3), an Adjusted Plan for Willets Point was analyzed similar to the Staged Acquisition Alternative analyzed in the FGEIS. In the Adjusted Plan, remediation and development of an initial portion of the District would have proceeded first, followed by remediation and development of the remaining portion of the District. The Adjusted Plan assumed the same overall development program at full build-out as the Staged Acquisition Alternative (with revisions described in the prior technical memoranda), but anticipated a smaller development footprint during the first years of development, with approximately 70 percent as much floor area in the initial phase compared with the Staged Acquisition Alternative.

In a technical memorandum dated February 10, 2011 (Technical Memorandum #4), the City considered an Updated Plan that was similar to the Adjusted Plan analyzed in the 2009 technical memorandum as well as to the Staged Acquisition Alternative analyzed in the 2008 FGEIS. Compared with both the Adjusted Plan and the Staged Acquisition Alternative, the Updated Plan anticipated a smaller development footprint and less overall development (approximately 1.345 million gross square feet or gsf) in the first phase; however, at full build-out the Updated Plan would have developed the District with the same gross floor area and mix of uses as the Approved Plan (with subsequent revisions described in the prior technical memoranda) and would have had the same controls on floor area ratios set forth in the provisions of the Special District zoning text that had been approved by CPC and the City Council.

A substantial difference between the Approved Plan and the Updated Plan was the timing of property acquisition and construction phasing. Under the Approved Plan, the necessary

remediation, grading, and infrastructure improvements would have taken place across the District at the beginning stages of construction; in comparison, with the Updated Plan (as with the Staged Acquisition Alternative and the Adjusted Plan), development activities would have proceeded incrementally, with the necessary remediation, grading, infrastructure improvements, and construction activities associated with the buildings in the southwestern portion of the District occurring first, and construction activities on the remainder of the District following. Whereas the Staged Acquisition Alternative and Adjusted Plan assumed the District's connections to the Van Wyck Expressway would be constructed before the end of the first phase of development, with the Updated Plan these connections would have been completed no later than after the end of the first phase of development and before the first building to be developed in the second phase of construction is completed. Some negotiated acquisition might also have occurred within the remainder of the District during the initial phase of development.

In March 2012, the New York State Department of Environmental Coordination (NYSDEC) approved a State Pollutant Discharge Elimination System (SPDES) Construction Dewatering and Discharge Permit for construction of the proposed new sanitary and storm water mains for the Willets Point area. As described above, these improvements are currently being constructed.

The new connection to the Van Wyck Expressway, which was assumed in the 2008 FGEIS and subsequent technical memoranda, was subject to federal approval of the Freeway AMR. A Finding of No Significant Impact was issued and the AMR was approved in April 2012; the City has committed to provide capital funds for its construction.

C. PROJECT DESCRIPTION

SITE DESCRIPTION

The project site is composed of three discrete areas roughly bounded by Shea Road and Northern Boulevard to the north, the Van Wyck Expressway to the east, Roosevelt Avenue and the Metropolitan Transportation Authority (MTA) Corona Rail Yard to the south, and Shea Road to the west (see **Figures S-1** and **S-2**). The "Willets Point" portion of the project site (the Special Willets Point District) comprises approximately 61 acres, approximately 15.8 acres of which are within public street rights-of-way, approximately 0.6 acres of which are owned by the MTA, and the remainder of which is a mix of privately owned land and land owned by the City. The Willets Point area comprises 128 tax lots and one partial lot (Block 1833, Lot 1) located on 14 blocks. Since the FGEIS was completed in 2008, the City has acquired, or is in contract to purchase, 95 percent of the land area within the proposed Phase 1A/1B footprint (Assemblage Option 2) in the District, and has control of 4 lots in the remainder of the District.

The "Willets West" portion of the project site is mapped parkland that comprises an approximately 30.7-acre section of the surface parking field west of CitiField. This area comprises a portion of Block 1787, Lot 20. The "Roosevelt Avenue" portions of the project site comprise three CitiField-related surface parking lots (South Lot and Lots B and D) along Roosevelt Avenue south and southwest of CitiField. The Lot B parking lot, which comprises a portion of Block 1787, Lot 20, is approximately 4.7 acres in size; the South Lot and Lot D parking lot, which comprise a portion of Block 2018, Lot 1500, are together approximately 12.1 acres in size. Lot D and South Lot are used for commuter parking and United States Tennis Association (USTA) National Tennis Center (NTC) events when baseball games are not in progress.

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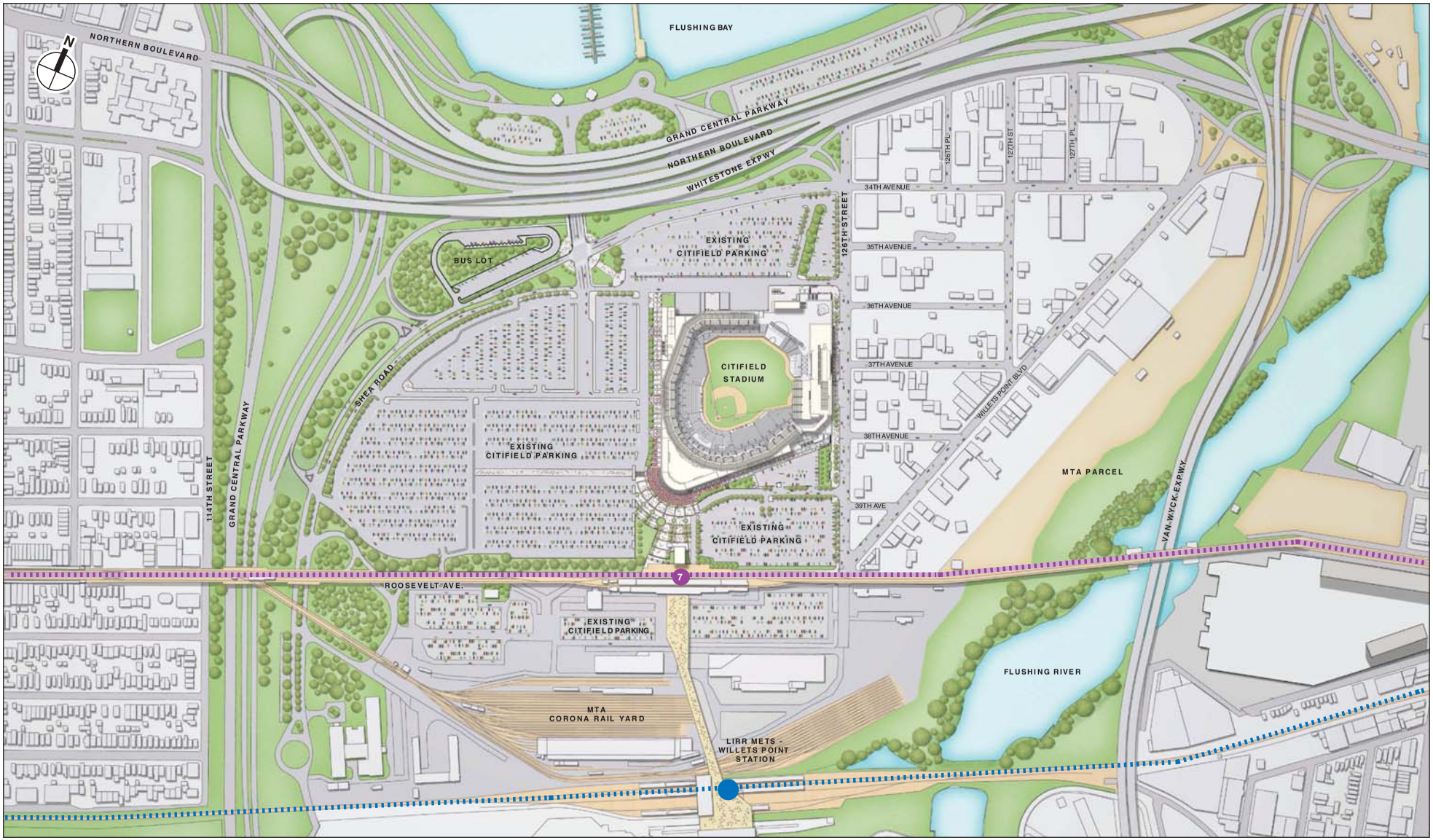

WILLETS POINT Development

Existing Site Plan
Figure S-2

In total, the project site comprises approximately 108.9 acres.

GOALS AND OBJECTIVES

The proposed project is intended to remediate and transform the area surrounding CitiField, which is largely separated from adjoining neighborhoods by major highways, into a thriving new neighborhood and regional destination. The project would expand on the goals and objectives of the original (2008) Willets Point Development Plan. By providing development that spans both sides of the new CitiField, the proposed project would allow for a more comprehensive and continuous neighborhood linking Flushing and Corona. The environmental degradation of the Special Willets Point District would be remediated. The commercial components of the proposed project would provide jobs and create new retail, hotel and entertainment uses that would complement the adjacent sports venue and strengthen economic activity in the neighborhood, borough, and City. The substantial residential component (which includes affordable housing units) would accommodate a portion of the City's current and future housing needs. The new structures and open spaces are intended to create an active streetscape that includes retail uses as part of a diverse mixed-use program, enhancing the pedestrian experience.

PROPOSED PROJECT

The proposed project would redevelop the Willets Point/CitiField area with a mix of uses that is expected to be completed by 2032. The redevelopment would incorporate a development in the Special Willets Point District substantially as anticipated and analyzed in the 2008 FGEIS and subsequent technical memoranda, as well as a major entertainment/retail component and parking adjacent to CitiField. Changes to the development analyzed here versus that analyzed in the 2008 FGEIS include an increase in the overall amount of retail development from 1.7 million square feet to 2.65 million square feet. This increase results from the 1.4 million gross square feet (1 million leasable square feet) of development at Willets West combined with a concurrent reduction in the overall amount of retail in the Special Willets Point District from 1.7 million square feet to 1.25 million square feet. The DSEIS also assumes 5.85 million gross square feet of residential development to match the highest amount of residential development analyzed in the 2008 FGEIS (in the No Convention Center Scenario), and a 230,000-square-foot school rather than the 2008 FGEIS's 130,000-square-foot school to accommodate a greater amount of the project's potential school seat demand.

The project is anticipated to proceed in three continuous phases, as follows.

PHASE 1A

The first phase of the project would commence with the remediation and development of an approximately 23-acre portion of the Special Willets Point District and the development of "Willets West" on the existing parking lot west of CitiField (see **Figures S-3a** and **S-3b**). The 23-acre portion of the District would be remediated to address any hazardous materials issues. Upon completion of the environmental remediation, a 200-room hotel and associated parking, and approximately 30,000 square feet of retail space would be constructed above the floodplain along the east side of 126th Street, activating the 126th Street corridor—according to the District's regulations—with a 20-foot-wide public esplanade. A 2,750-space surface parking area would be developed east of the retail and hotel uses. The parking area would be converted to active recreational use a minimum of 6 months per year. This interim parking/recreational area would be replaced by permanent development in Phase 1B, as described below.

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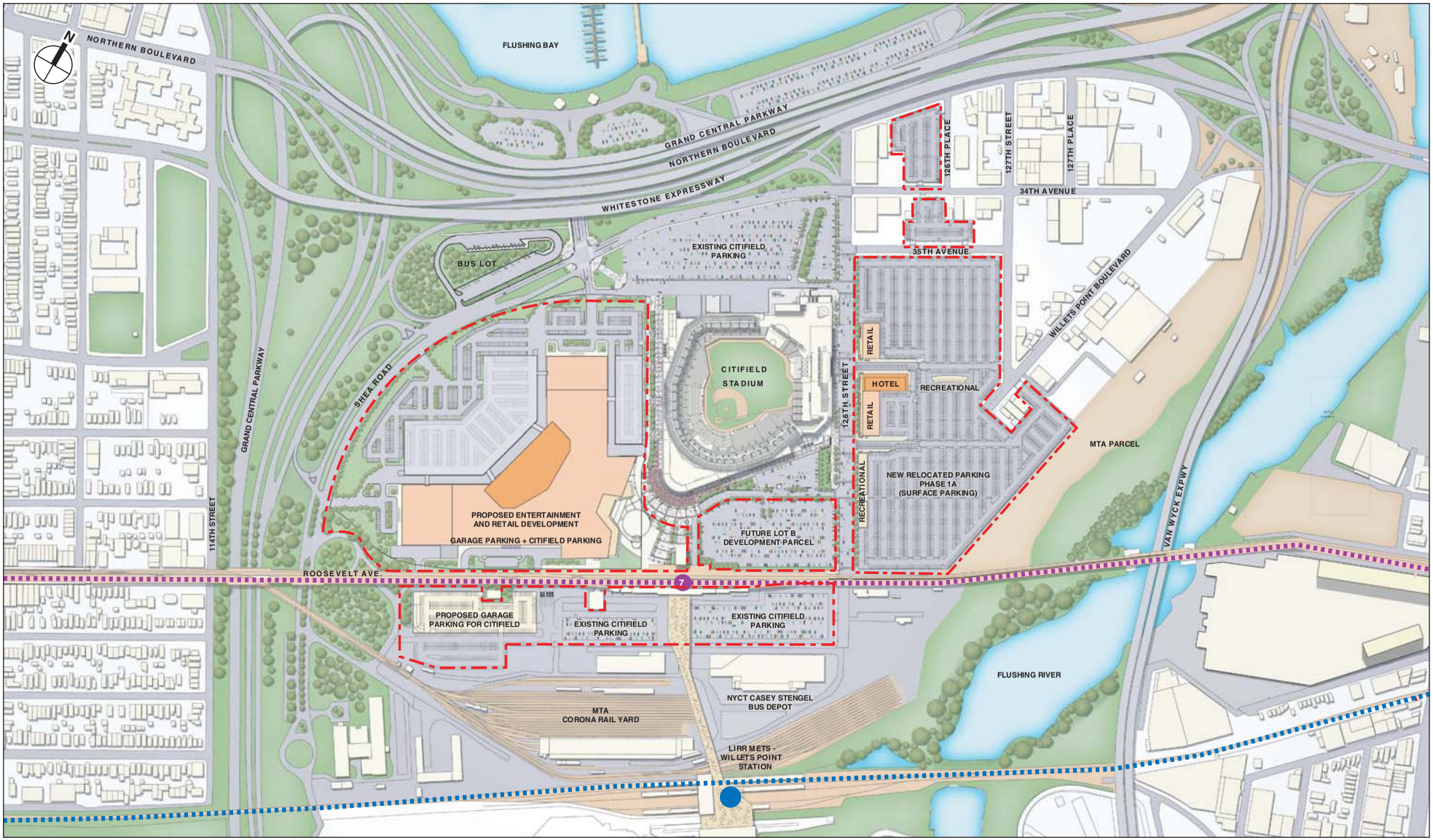

WILLETS POINT Development

Illustrative Site Plan, Phase 1A - Parking Plan

Figure S-3a

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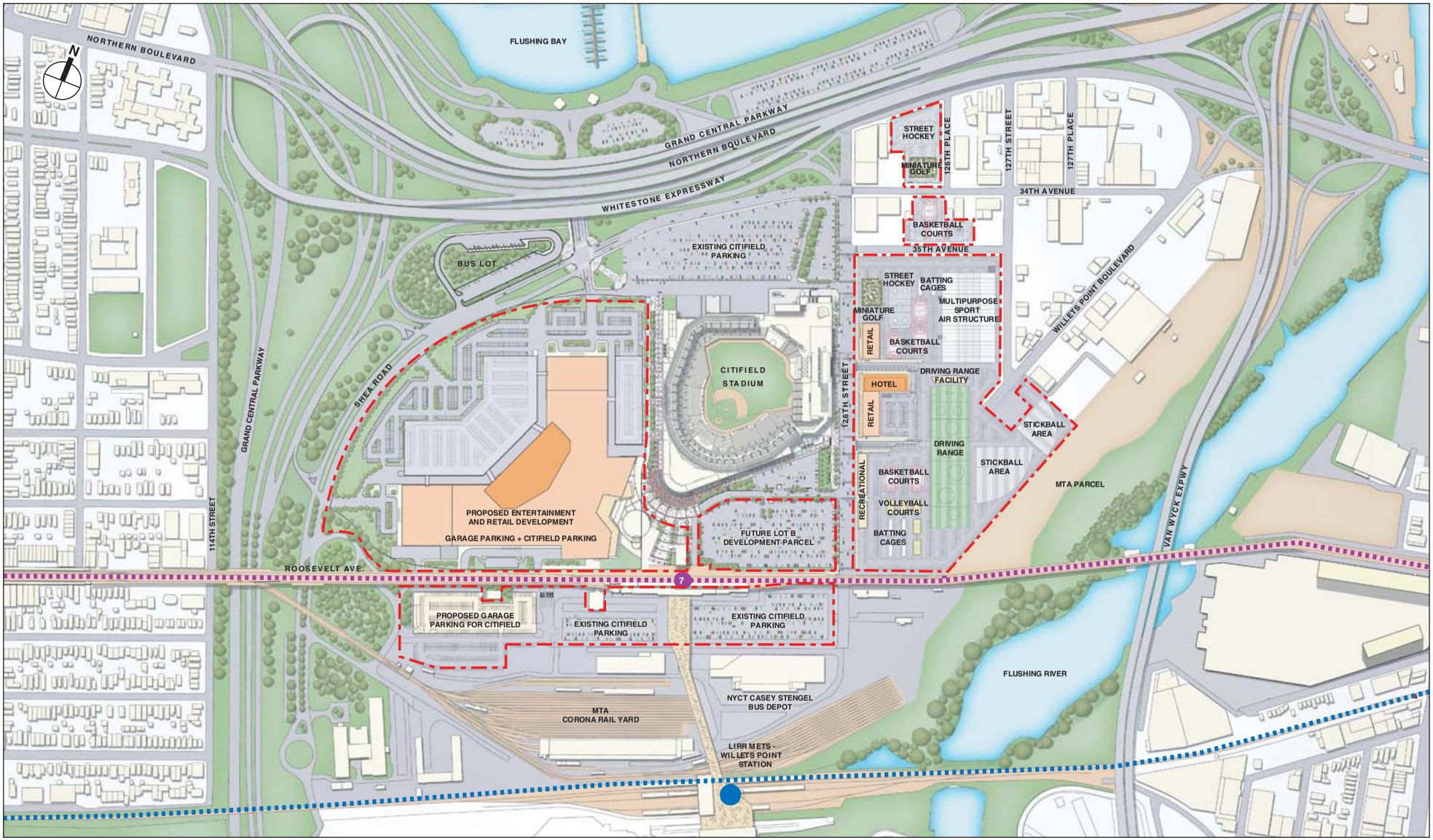

WILLETS POINT Development

Illustrative Site Plan, Phase 1A - Recreation Plan

Figure S-3b

In tandem with the development of the parking area, "Willets West"—an entertainment and retail center of approximately 1.4 million gross square feet (approximately one million square feet of gross leasable area)—would be developed on a portion of the surface parking lot west of CitiField. This entertainment and retail center, which would be developed on mapped parkland as authorized by statute, would allow for more comprehensive transit-oriented development around the Mets/Willets Point stops on the No. 7 train and Long Island Rail Road and would support the economic development of the area. The complex could include over 200 retail stores, including anchor and "mini" anchor retailers, as well as movie theaters, restaurant and food hall spaces, and entertainment venues. Surface parking and a parking structure also would be developed in this location, including 2,500 new spaces for the entertainment/retail center and 400 spaces of replacement parking for use by the Mets. It is anticipated that the Willets West development, by building a critical mass of uses, would create a new destination that would serve as a catalyst for the subsequent build-out of the Willets Point area. In addition, the westernmost CitiField surface parking lot south of Roosevelt Avenue (a portion of the South Lot) would be redeveloped as a structured parking facility, to replace a portion of the CitiField parking spaces formerly located on the Willets West site. Phase 1A is expected to be completed in 2018.

PHASE 1B

In the next phase of the project, the interim surface parking lot/recreational space created during Phase 1A within the Special Willets Point District would be developed, transforming this formerly contaminated area into a new neighborhood. Consistent with the goals and objectives of the Willets Point Development Plan, Phase 1B of the proposed project would create more development on the east side of 126th Street, featuring a more active, attractive streetscape, providing new jobs, and complementing the adjacent CitiField. In addition, the new development would complement the new Willets West development created in Phase 1A. The residential units to be developed in this phase (which include affordable housing units) would accommodate a portion of the City's current and future housing needs, and the proposed school would address the project-generated school seat demand.

The program for this development would include approximately 4.23 million square feet (sf) of development: 2.49 million sf of residential use (2,490 units, 872 of which would be affordable), 875,000 sf of retail use, 500,000 sf of office use, approximately 235,000 sf of hotel use (290 rooms), 25,000 sf of community facility use, and a 105,000 sf public school, along with parking and more than six acres of new public open space (see **Figures S-4** and **S-5**). This development is anticipated to be developed block by block, substantially as envisioned in the Willets Point Development Plan. In addition, new structured parking facilities would be constructed on portions of the CitiField leasehold along Roosevelt Avenue (South Lot and Lot D) to replace the 2,750 CitiField parking spaces formerly located within the Special Willets Point District. The 75 accessory parking spaces created in Phase 1A for the hotel would remain in the District.

Construction of the new Van Wyck Expressway access ramps—which was anticipated in the 2008 FGEIS and for which the City has received approval from the Federal Highway Administration—is slated to be completed in 2024. Construction of the Phase 1B program is anticipated to take four years; however, the buildings within the District are not expected to be occupied until after the ramp improvements have been completed. The ramps would be operational prior to the occupancy of the Phase 1B buildings. Phase 1B is expected to be completed in 2028.

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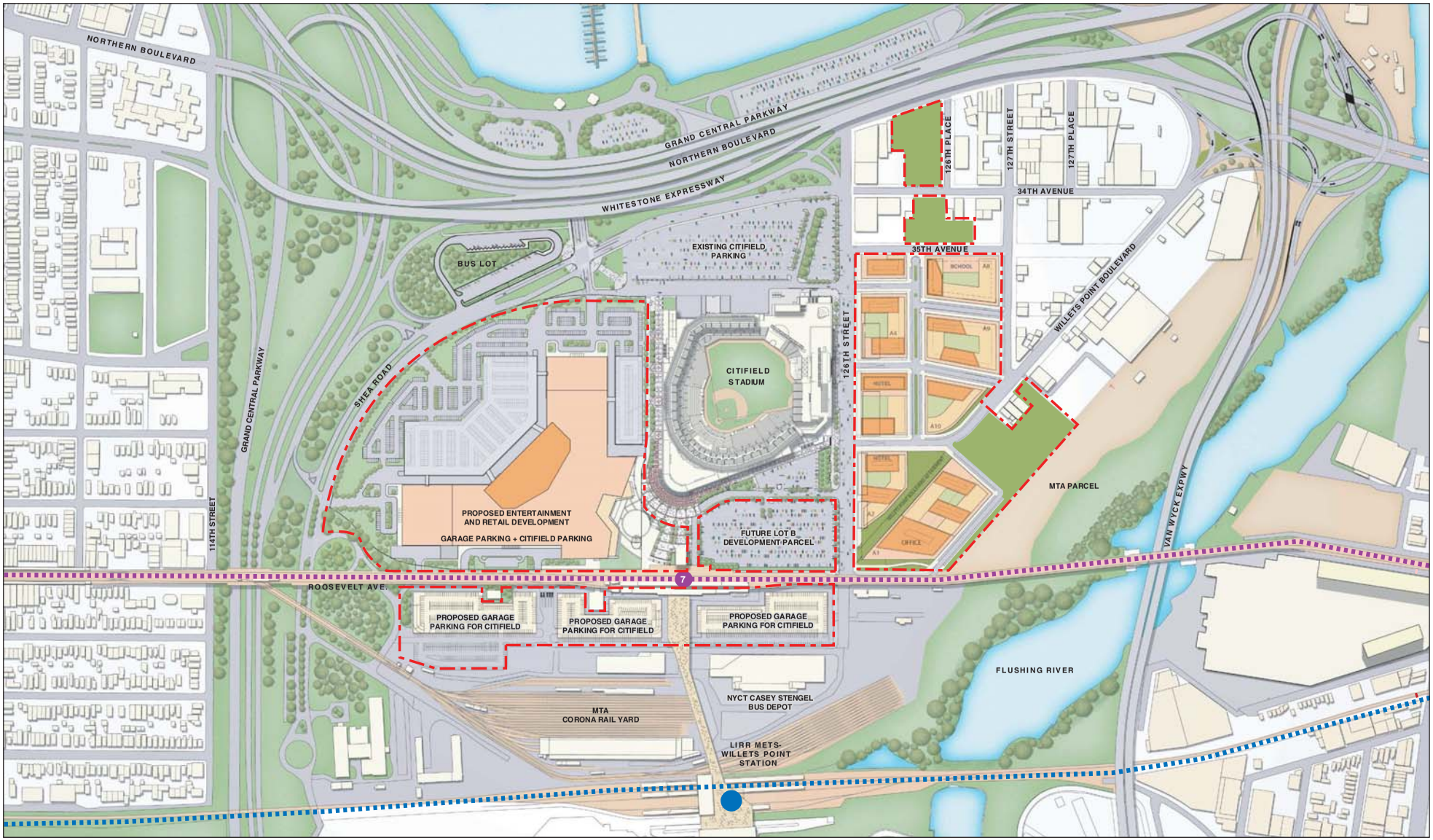


Publicly-Accessible Open Space within the Special Willets Point District

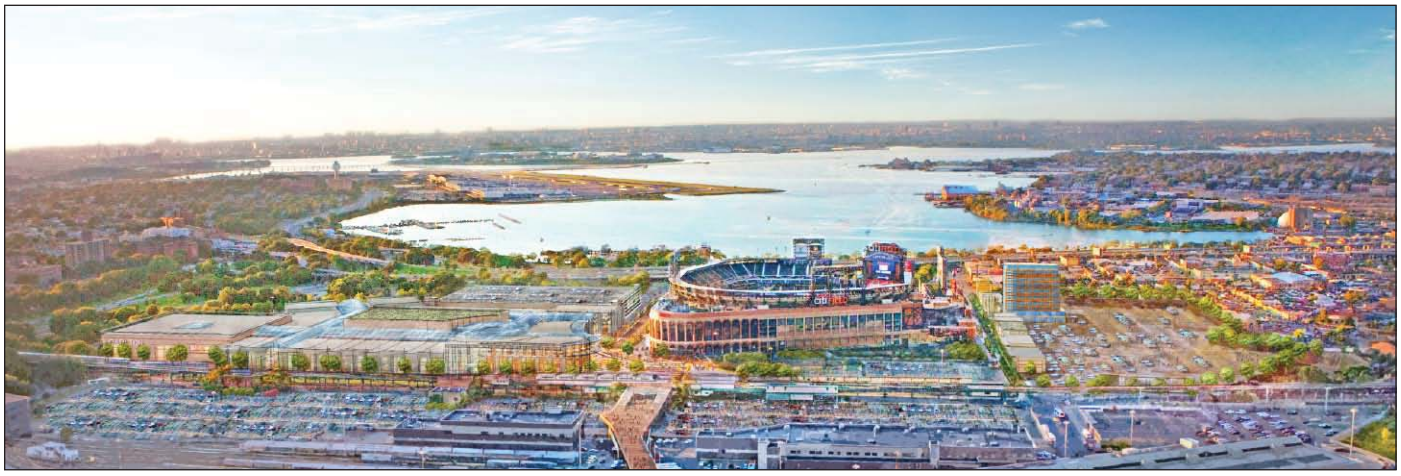
Private Open Spaces within the Special Willets Point District

WILLETS POINT Development

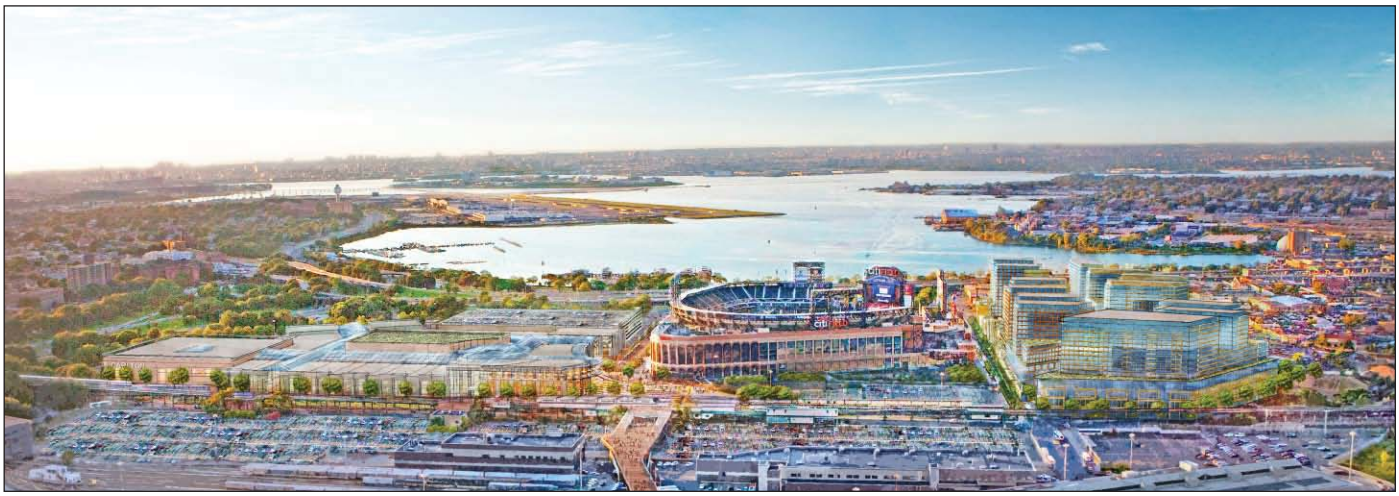
Illustrative Site Plan, Phase 1B

Figure S-4

Existing Conditions



Illustrative rendering of Phase 1A



Illustrative rendering of Phase 1B

Aerial View of Project Site

Figure S-5

PHASE 2

In Phase 2, the remainder of the Special Willets Point District would be built out substantially as described in the 2008 FGEIS. Upon completion of Phase 2, the full build-out of the District is anticipated to total approximately 8.94 million square feet of development, including: up to 5.85 million sf of residential use (approximately 5,850 units, of which 2,048 would be affordable); up to 1.25 million sf of retail; approximately 500,000 sf of office; up to 400,000 sf of convention center use; up to 560,000 sf of hotel use (approximately 700 rooms); up to 150,000 sf of community facility use; approximately 230,000 sf of public school use; and a minimum of 8 acres of publicly-accessible open space. The number of proposed parking spaces within the District would be determined based on project-generated demand, but is anticipated to be no more than the 6,700 spaces identified in the 2008 FGEIS. Remediation of the portions of the District not already developed in Phases 1A and 1B is assumed to be completed prior to 2028. As with Phase 1B, Phase 2 is anticipated to be completed incrementally over four years, with full build-out expected to be completed by 2032. A developer for Phase 2 has not yet been selected. Phase 2, illustrated in **Figure S-6,** assumes a similar generic program to that analyzed in the 2008 FGEIS, while Phase 1A and Phase 1B have discrete programs and designs.

Table S-1 below provides a summary of the proposed program, by phase, with a summary of the proposed new parking and relocation of existing CitiField parking shown in **Table S-2**.

Table S-1
Summary of Proposed Program, by Phase

Use (sf)	Project Area	Phase 1A	Phase 1B	Phase 2	Totals by Use
Retail	SWPD	30,000	875,000	345,000	1,250,000
	WW	1,400,000[1]			1,400,000
Hotel	SWPD	160,000 [200 rooms]	235,000 [290 rooms]	165,000 [210 rooms]	560,000 [700 rooms]
Residential	SWPD		2,490,000 [2,490 units]	3,360,000 [3,360 units]	5,850,000 [5,850 units]
School	SWPD		105,000	125,000	230,000
Community Facility	SWPD		25,000	125,000	150,000
Office	SWPD		500,000		500,000
Convention Center	SWPD			400,000	400,000
Open Space	SWPD	TBD	6 acres	5 acres	8 acres[2]
Total		**1,590,000 gsf**	**4,230,000 gsf 6 acres**	**4,520,000 gsf 5 acres**	**10,340,000 gsf 8 acres**

Notes:
SWPD = Special Willets Point District
WW = Willets West
[1] Anticipated to include cinema use and approximately 400,000 sf of common area and back of house space.
[2] Some of the open spaces developed in Phase 1B would be replaced or expanded with new open space in Phase 2. The cumulative total of open space to be developed within the District is 8 acres.

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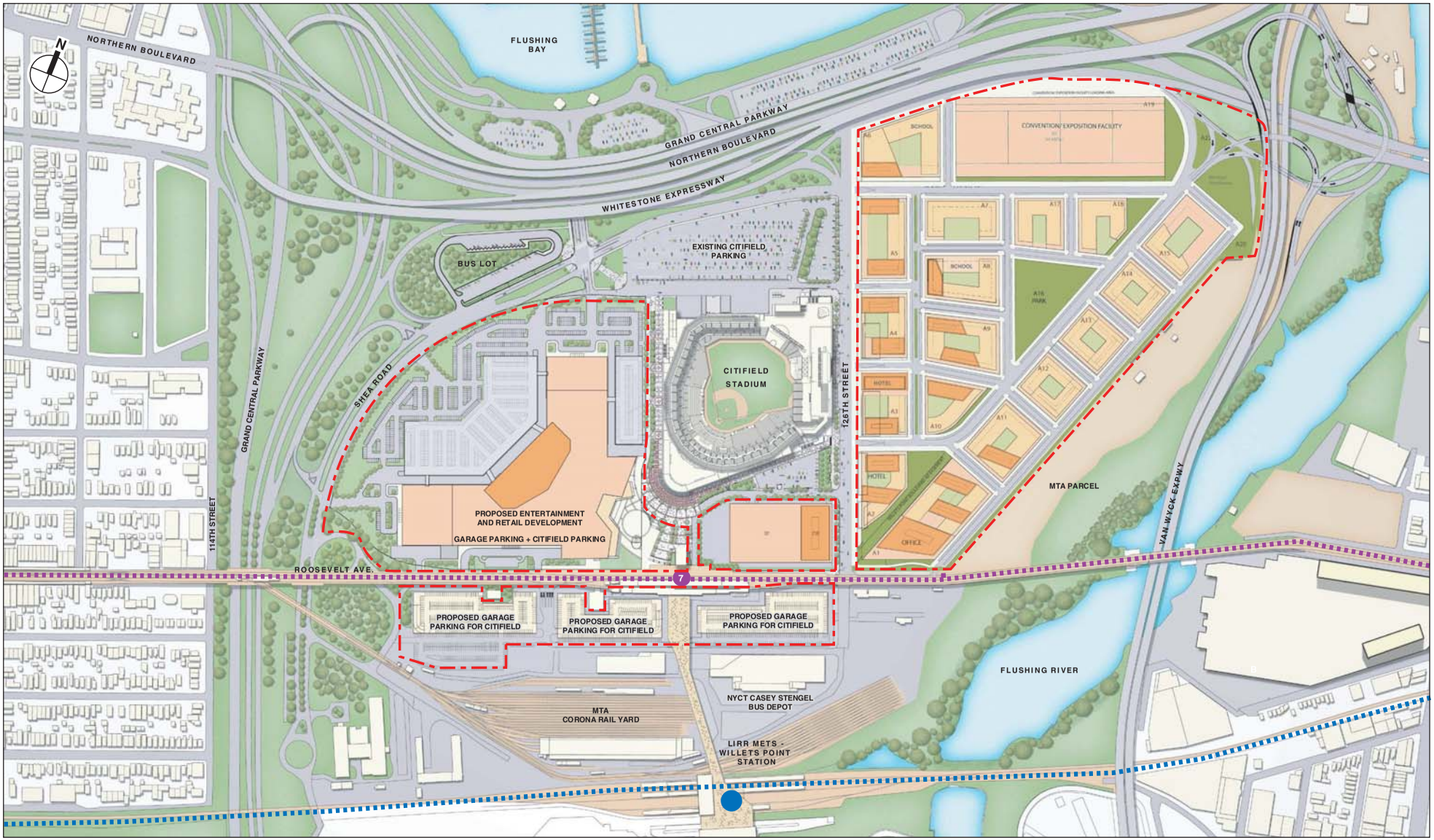

Publicly-Accessible Open Space within the Special Willets Point District

Private Open Spaces within the Special Willets Point District

WILLETS POINT Development

Illustrative Site Plan, Phase 2

Figure S-6

Table S-2
Proposed New and Replacement Parking Spaces (Cumulative by Phase)

Project Area	Existing Conditions			Phase 1A			Phase 1B			Phase 2		
	CitiField	New	Total	CitiField	New	Total	CitiField	New	Total	CitiField	New	Total
WW	4,100	-	4,100	400	2,500	2,900	400	2,500	2,900	400	2,500	2,900
SWPD	-	-	-	2,750	75	2,825	-	2,700	2,700*	-	6,700	6,700*
South Lot/Lot D	1,795	-	1,795	2,745	-	2,745	5,495	-	5,495	5,495	-	5,495
Total	**5,895**	**-**	**5,895**	**5,895**	**2,575**	**8,470**	**5,895**	**5,200**	**11,095**	**5,895**	**9,200**	**15,095**

Notes: SWPD = Special Willets Point District
WW = Willets West
"CitiField" parking is the total number of spaces within the project site that either currently or would in the future serve events at CitiField. Existing Willets West spaces lost to development would be replaced as shown, in Phases 1A and 1B.
"New" parking is the total number of parking spaces that would serve the proposed project.
*These reflect newly developed spaces for Phase 1A, Phase 1B and Phase 2 (2,750 Mets spaces would be relocated to South Lot/Lot D in Phase 1B).

COMPARISON OF SEIS AND FGEIS

The actions requested to facilitate the proposed project would not change the maximum overall development of 8.94 million square feet permitted within the District. However, the proposed project would differ from the development analyzed in the 2008 FGEIS in that the FGEIS program did not include any development outside of the District and did not anticipate the use of the District for surface public parking and recreation. Accordingly, the DSEIS will analyze 1.4 million gross square feet (1 million leasable square feet) of retail that would be developed at Willets West, the interim parking and recreational uses that would occur within the District, and the proposed parking garages at Willets West, the South Lot and Lot D. Given the retail development that would occur in Willets West, it is assumed that less destination retail would be developed within the District, so this SEIS analyzes 1.25 million square feet of retail within the District rather than 1.7 million square feet. Although the residential program and its projected population have not changed since the 2008 FGEIS (as analyzed in the No Convention Center Scenario), an increase of 100,000 square feet of school space is assumed in this DSEIS to reflect updated projections of increased school seat demand citywide and in Queens in particular. See **Table S-3** below for a comparison of the proposed project for the District vs. the program analyzed in the 2008 FGEIS. Uses not noted below are not proposed to change from the program analyzed in the 2008 FGEIS.

Table S-3
Totals by Use in Special Willets Point District
Proposed Program vs. 2008 FGEIS

Use	FGEIS (gsf)	Proposed Program (gsf)
Retail	1,700,000	1,250,000
Residential	5,550,000 [5,500 units] *(Convention Center Scenario)* 5,850,000 [5,850 units] *(No Convention Center Scenario)*	5,850,000 [5,850 units]
Public School	130,000	230,000

The 2008 FGEIS analyzed a Staged Acquisition Alternative, in which the western portion of the District was assumed to be developed by 2013 and the remaining portion of the District would be built out by 2017. Technical Memoranda #3 and #4 also considered the phasing of development in the District over two analysis years. In comparison, this SEIS analyzes the development of the proposed project over three analysis years (2018, 2028, and 2032).

PURPOSE AND NEED

As described above, the proposed project would remediate and transform the area surrounding CitiField. The proposed entertainment and retail destination of Willets West would complement the anticipated development within the District, and both would connect Flushing to the east with Corona to the west through the creation of a more continuous series of uses along Roosevelt Avenue stretching from east of the Flushing River to west of the Grand Central Parkway. Over 2,000 units of affordable housing would be developed to accommodate a portion of the City's current and future affordable housing needs. The project's retail components would capture spending that currently is lost to the surrounding suburbs, and would thereby strengthen economic activity in the neighborhood, borough, and City. The proposed project would represent a significant investment by the City to improve the infrastructure of the project area. Raising the District portion of the project site out of the floodplain would not only minimize the potential loss of life, structures, and natural resources caused by flooding and erosion, but would also protect the City's new infrastructure investment. Eliminating flooding within the District and improving the quality of the soil substrate on the site would also improve water quality in Flushing Bay.

DISCRETIONARY ACTIONS SUBJECT TO CEQR AND SEQRA

The proposed project would require multiple City and State approvals. These anticipated approvals may include:

- Zoning text amendment to ZR Section 124-60 to allow use modifications as part of a phased development within the Special Willets Point District;
- Special permit pursuant to ZR Section 124-60 to allow surface parking/open and enclosed privately operated recreation uses for Phase 1A within the Special Willets Point District;
- Modification of the existing lease for the CitiField property and adjacent parking properties;
- Mayoral and Queens Borough Board approval of the business terms pursuant to New York City Charter Section 384(b)(4);
- Approval by the New York City Industrial Development Agency (IDA) or other government agencies for the waiver of mortgage recording tax for property within the Special Willets Point District; and
- Minor modification of the previously approved changes to the City Map to modify the staging for the closure of City Streets. This modification would not result in the demapping of any additional City streets beyond those previously approved for demapping.

In addition to the discretionary approvals listed above, Public Design Commission approval also would be required for the Willets West development. Confirmation that all proposed buildings fall within the maximum Federal Aviation Administration (FAA) height limitations also would be sought from the FAA; however, no approval or permit to exceed such permitted heights is anticipated to be sought.

D. ANALYTICAL FRAMEWORK FOR ENVIRONMENTAL REVIEW

OVERVIEW

The SEIS for the development of the project site supplements the 2008 FGEIS. The SEIS will contain:

- A description of the proposed project and its environmental setting;
- A description of the evolution of project site conditions since 2008;
- The identification and analysis of any significant adverse environmental impacts of the proposed project, including the short- and long-term impacts;
- The identification of any significant adverse environmental impacts that cannot be avoided if the proposed project is implemented;
- A discussion of reasonable alternatives to the proposed project;
- The identification of irreversible and irretrievable commitments of resources that would be involved in the proposed project, should it be implemented; and
- The identification and analysis of practicable mitigation to address any significant adverse impacts generated by the proposed project not previously identified in the FGEIS.

ANALYSIS APPROACH

Each chapter of the SEIS first summarizes the conclusions of the 2008 FGEIS and subsequent technical memoranda for that particular technical area. Then, the chapter assesses whether changes in the analysis years and background conditions, variations between the proposed project and the redevelopment assumed in the 2008 FGEIS, and new proposed actions could result in new or different significant adverse impacts than those disclosed in the 2008 FGEIS. Existing conditions are updated as necessary and presented. Next, the chapter projects changed existing conditions forward into the future without the proposed project, incorporating the most recent information available on known land-use proposals and, as appropriate, changes in anticipated overall growth. Finally, the future with the proposed project is described, the differences between the future without and with the proposed project are measured, and any significant adverse environmental impacts are disclosed. To the extent that specific discretionary actions or program elements could potentially alter the conclusions in the 2008 FGEIS and subsequent technical memoranda, the SEIS focuses on evaluating the potential significant adverse impacts of those actions or elements. The SEIS also identifies and analyzes appropriate mitigation for any significant adverse environmental impacts.

While the 2008 FGEIS was prepared in accordance with the guidelines set forth in the 2001 *CEQR Technical Manual*, this SEIS addresses the updated guidance and analysis methodologies provided in the 2012 *CEQR Technical Manual*.

REASONABLE WORST-CASE DEVELOPMENT SCENARIO

The proposed program detailed above, along with the potential development analyzed in the 2008 FGEIS for Lot B, is analyzed as the reasonable worst-case development scenario (RWCDS) in the SEIS. It is currently anticipated that the assemblage of land within the Special Willets Point District for the Phase 1A and Phase 1B developments could take one of two forms, as shown in **Figure S-7**. As shown, both assemblage options would include Block 1823 (Lots

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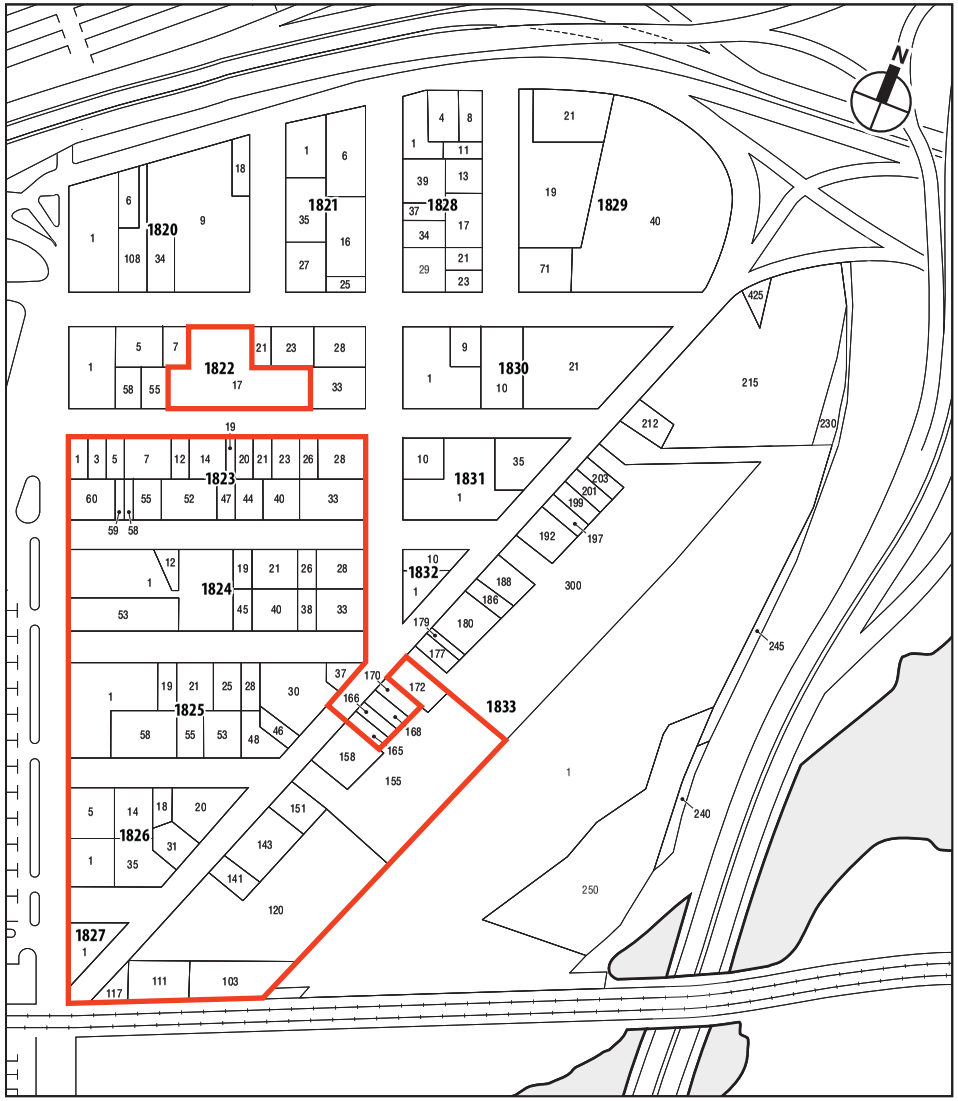
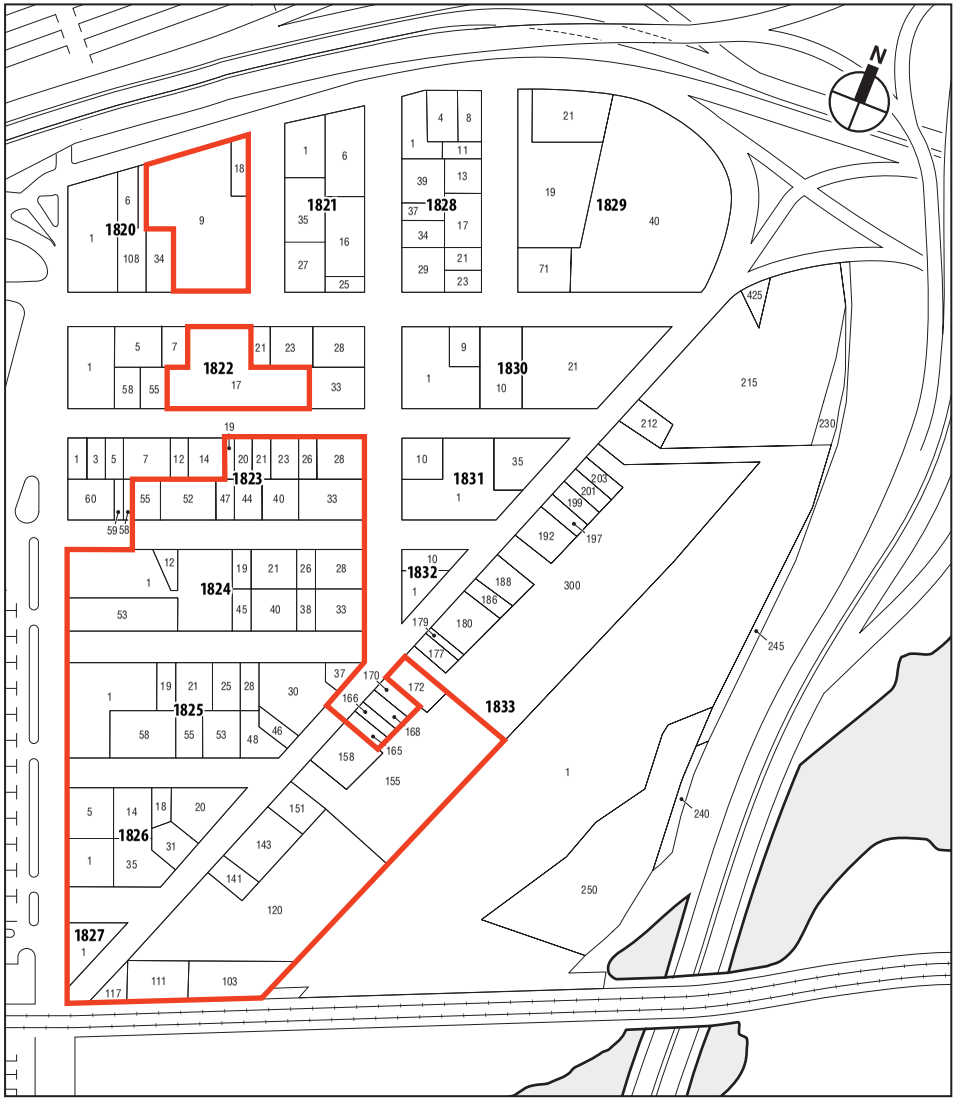


Assemblage Option 1



Assemblage Option 2

0 200 400 FEET
SCALE

District Land Assemblage Options for Phases 1A/1B

Figure S-7

19, 20, 21, 23, 26, 28, 33, 40, 44, 47, 52, and 55), Block 1824, Block 1825, Block 1826, Block 1827, Block 1833 (Lots 117, 111, 103, 120, 141, 143, 151, 155, 158, and 172), and Block 1822, Lot 17. In addition to the land common to the two assemblage options, Assemblage Option 1 would include the remaining lots on Block 1823, that is Lots 1, 3, 5, 7, 12, 14, 58, 59, and 60. Assemblage Option 2 would not include the land specific to Assemblage Option 1, but would instead include Lots 9 and 18, on Block 1820. In either scenario, the assemblage would total approximately 23 acres. However, for the purposes of a conservative analysis, the SEIS assumes that all of the potential project site area, totaling 25 acres, would be utilized in Phase 1A and 1B development. For Phase 2, the SEIS assumes that all land comprising both assemblage options taken for Phases 1A and 1B has been developed.

The SEIS analyzes the potential development of parking, retail, and office uses on Lot B, a portion of the CitiField leasehold along Roosevelt Avenue. The 2008 FGEIS anticipated that if the Willets Point Development Plan were approved and the District were redeveloped into a new mixed-use community and regional destination, additional development could occur on this lot. Any such program for Lot B would require an amendment to the current lease agreement and discretionary approval by IDA, acting through the New York City Department of Parks and Recreation (DPR), which administers the IDA lease. This action would be the subject of a separate environmental review process subject to SEQRA and/or CEQR. This potential development is not part of the proposed program, and no specific development plans have been proposed; however, for the purposes of a conservative analysis, a conceptual program for Lot B will be analyzed as part of the RWCDS. The conceptual program to be analyzed is the same as proposed in the 2008 FGEIS: 184,500 sf of retail use and 280,000 sf of commercial use, which could include a one-story retail structure and a 10-story office building. The existing VIP/ADA (Americans with Disabilities Act) parking spaces on Lot B are assumed to be replaced on site; accessory parking for the Lot B development is assumed to be included on Lot D, as analyzed in the 2008 FGEIS. For the purposes of the RWCDS, it is assumed that this development would be completed by 2032.

STUDY AREAS

Each technical study must address impacts within an appropriate geographical area. These "study areas" vary depending on the technical issue being addressed. In most cases, the study areas for the SEIS for impacts arising from the proposed project are different than those presented in the 2008 FGEIS because the geographic extent of the project site for the SEIS will extend west of West 126th Street.

FUTURE ANALYSIS YEAR AND BASELINE CONDITIONS

The analysis of the proposed project is performed for the expected year of completion of full build-out of the project, which is anticipated to be 2032. However, some project elements are anticipated for completion by 2018 and 2028, and those elements could result in significant adverse impacts prior to completion of the full development program. While the construction of the Phase 1B program is anticipated to take four years, the buildings within the Special Willets Point District are not expected to be constructed until the Van Wyck Expressway ramp improvements have been completed, which is slated to be in 2024. Therefore, three future baseline conditions are examined under the "future without the proposed project" in all technical chapters: the 2018, 2028, and 2032 No Action scenarios. For the purposes of a conservative analysis, this SEIS assumes that the existing uses on the project site would be maintained in each of the three No Action scenarios.

E. PROBABLE IMPACTS OF THE PROPOSED PROJECT

LAND USE, ZONING, AND PUBLIC POLICY

Consistent with the 2008 FGEIS and subsequent technical memoranda, this analysis finds that the proposed project would not result in any significant adverse impacts to land use, zoning, or public policy.

As anticipated in the 2008 FGEIS, the proposed project would dramatically change land uses in the Special Willets Point District by replacing predominantly low-density, auto-related, and industrial uses with a new mixed-use neighborhood. The proposed project also would constitute a significant change for the Willets West portion of the project site by replacing a surface parking field with a new entertainment and retail center of approximately 1.4 million gross square feet (gsf) (approximately one million square feet (sf) of gross leasable area). New structured parking facilities would be built on the South Lot and Lot D to accommodate a portion of the parking for Mets patrons relocated from the Willets West surface parking field.

While the proposed project would result in significant land use changes on the project site, the effects of this change would not be adverse. The District would create a dynamic, sustainable community by integrating regional attractions and residential, retail, and other uses within a network of pedestrian-scaled streetscapes. The previously approved zoning regulations would continue to determine elements such as the placement of uses within the District, building heights and setbacks, street controls (i.e., mandatory intersections and street types), streetscape design, and basic site planning and design provisions. The Willets West portion of the project would create a regional entertainment and retail destination center that would support and be compatible with the new uses in the District as well as uses in the surrounding area.

Consistent with the 2008 FGEIS, the proposed project represents a critical step in implementing the 2004 Downtown Flushing Development Framework, a land use and economic planning strategy for the growth of Downtown Flushing, the Flushing waterfront, and adjacent areas. The District would be developed pursuant to the zoning regulations approved in 2008 and pursuant to the proposed zoning text amendment, and the proposed project would advance a number of the Framework's fundamental goals, including the creation of a regional destination that would enhance economic growth in Downtown Flushing; improvement of environmental conditions; and integration of new development with surrounding amenities, including the Flushing Bay Promenade, CitiField, Flushing Meadows-Corona Park, and Downtown Flushing. The proposed project would be consistent with and vital to the advancement of several of the goals of PlaNYC, which aim to create a more sustainable New York by the year 2030. The proposed project would also be consistent with the coastal policies set forth in the New York City Waterfront Revitalization Program (WRP).

SOCIOECONOMIC CONDITIONS

Consistent with the 2008 FGEIS and subsequent technical memoranda, this analysis finds that the proposed project would not result in any significant adverse impacts to socioeconomic conditions. The following summarizes the conclusions for each of the six CEQR areas of socioeconomic concern.

DIRECT RESIDENTIAL DISPLACEMENT

The proposed project would result in the same direct residential displacement as identified in the 2008 FGEIS (one residential unit/household located in the District); there are no residential units located on the expanded portions of the project site. Therefore, the SEIS does not require further assessment of potential socioeconomic impacts due to direct residential displacement.

INDIRECT RESIDENTIAL DISPLACEMENT

A detailed analysis finds that the proposed project would not result in significant adverse impacts due to indirect residential displacement. The proposed project would develop more total residential units (5,850 vs. 5,500) and more affordable housing (35 percent of units) than analyzed in the indirect residential displacement analysis of the 2008 FGEIS, which considered the Convention Center Scenario. The increase in the affordable housing percentage was analyzed in the subsequent Technical Memorandum No. 2 (2008), and no significant adverse impacts were identified related to that change.

The increase in the number of residential units as analyzed in the SEIS does not alter the 2008 FGEIS finding that the District is geographically separated from the at-risk population, limiting its potential to influence surrounding residential trends. Residential markets within the study area are similar to the markets described in the 2008 FGEIS; as with the FGEIS, the SEIS finds that these geographically separated communities would experience upward rent pressure with or without the proposed project due to planned projects that are within their distinct residential markets. Similar to the 2008 FGEIS, the SEIS finds that although the population that would be introduced by the proposed project may include a larger proportion of households at higher incomes as compared with the existing study area population, the proposed project's 2,048 affordable housing units would ensure that a substantial portion of the new population would have incomes that would more closely reflect existing incomes in the study area.

DIRECT BUSINESS DISPLACEMENT

The proposed project would result in the same direct business displacement identified and analyzed in the 2008 FGEIS and subsequent technical memoranda, and market conditions are similar to those described in the 2008 FGEIS; there are no businesses located in the expanded portions of the project site.[1] Therefore, the SEIS does not require further assessment of potential socioeconomic impacts due to direct business displacement.

The 2008 FGEIS found that the Willets Point Development Plan would displace approximately 260 businesses and 1,711 employees associated with those businesses. As of December 2012, there were an estimated 220 businesses and 1,353 employees still located within the District portion of the project site. As shown in **Table S-4**, a vast majority of the remaining businesses (193 businesses, or 88 percent) are auto-related, but those businesses employ only 53 percent of the remaining employees. The remainder of the employees works in the 27 non-auto-related businesses.

[1] Any businesses locating in the District since the 2008 FGEIS have voluntarily done so knowing that they could be displaced; therefore, they do not meet the CEQR definition of direct business displacement, which is the involuntary displacement of businesses from a project site.

While the timeline for the displacement of any individual business varies depending on its business plans and relocation efforts, overall it is anticipated that by the 2018 Build year all of the 122 remaining businesses currently located in the Phase 1A/Phase 1B portion of the project site would be displaced to accommodate development of Phase 1A. The 98 remaining business located in the Phase 2 portion of the project site would be displaced by the 2028 Build year.

Table S-4
Project Site Employment by Business Type and Sector
December 2012

North American Industry Classification System (NAICS) Economic Sector	Number of Businesses/ Institutions	Percent of Businesses/ Institutions	Number of Jobs	Jobs as a Percentage of Total
Auto-Related Businesses	**193**	**88%**	**712**	**53%**
Retail Trade (NAICS 44 &45)	31	14%	210	16%
Repair & Maintenance Services (NAICS 811)	153	70%	457	34%
Wholesale Trade (NAICS 42) – *scrap yards*	4	2%	33	2%
Transportation & Warehousing (NAICS 48)	5	2%	12	1%
Non Auto-Related Businesses	**27**	**12%**	**641**	**47%**
Construction (NAICS 236 & 238)	6	3%	147	9%
Manufacturing (NAICS 31-33)	5	2%	72	5%
Wholesale Trade (NAICS 42)	7	3%	232	12%
Administrative and Support and Waste Management and Remediation Services (NAICS 56)	5	2%	178	11%
Arts, Entertainment & Recreation (NAICS 71)	0	0%	0	0%
Accommodation & Food Services (NAICS 72)	5	2%	12	1%
Other Services (NAICS 813)	0	0%	0	0%
Total District Businesses	**220**	**100%**	**1,353**	**100%**

Notes: Employment figures for auto repair and maintenance establishments were derived from AKRF site visits, interviews by Howard/Stein-Hudson, Cornerstone and EDC business interviews, and estimates for businesses based on New York State Department of Labor (DOL) sector averages for Queens County and Dun and Bradstreet.
Sources: AKRF, Inc., Howard/Stein-Hudson Business Survey, Cornerstone interviews, EDC, DOL

EDC has contracted with Cornerstone Group, a business relocation expert, to provide relocation assistance and advisory services to impacted businesses in Willets Point. Cornerstone Group has been engaged in outreach to tenant businesses since January 2008 and commenced its most recent round of outreach to affected Willets Point businesses on City-owned property in September 2012. They have already identified several potential relocation sites and will continue to work with business to provide relocation assistance.

EDC retained LaGuardia Community College (LAGCC) to develop a Workforce Assistance Plan for District workers who are directly displaced by the project. The program provides displaced workers with services such as job training and job placement services, ESL and GED coursework, and additional social services. To date, there have been over 600 program participants and the program is ongoing.

INDIRECT BUSINESS DISPLACEMENT DUE TO INCREASED RENTS

The proposed project would introduce approximately 1.4 million gsf (1.0 million sf of leasable area) of entertainment and retail uses as part of Willets West, which was not analyzed in the 2008 FGEIS. The SEIS preliminary assessment finds that these additional commercial and entertainment uses would not introduce trends that are substantially different from those identified in the 2008 FGEIS, and would not result in significant indirect business displacement due to increased rents.

While the proposed project's uses would be a substantial addition to the ¾-mile study area, they would not be new types of uses within the study area, and therefore would not introduce a new trend that could substantially alter economic patterns. The study area is already experiencing a trend toward increased retail and residential development. The proposed project's additional retail would serve existing residents, and would accommodate future consumer demand introduced by residents of planned developments and the proposed project. The uses, residents, and workers introduced by the proposed project represent a continuation of existing trends, rather than a new trend that would place upward pressure on office rents in the study area. Similarly, there are already destinations in the study area that offer entertainment and/or recreational opportunities, including Flushing Bay Promenade, CitiField, USTA National Tennis Center, Flushing Meadows-Corona Park, College Point Multiplex Theater, and Downtown Flushing.

INDIRECT BUSINESS DISPLACEMENT DUE TO RETAIL MARKET SATURATION

The proposed project would introduce approximately 1.4 million gsf (1.0 million sf of leasable area) of entertainment and retail uses as part of Willets West, which was not analyzed in the 2008 FGEIS. Similar to the 2008 FGEIS, the SEIS analysis finds that the proposed project, including these additional proposed retail uses, would not substantially raise retail market capture rates within a 5-mile Primary Trade Area and, therefore, would not have the potential to adversely affect competitive stores in the Primary Trade Area.

The SEIS preliminary assessment finds that the retail introduced by the proposed project would result in trade area capture rates well below 100 percent by 2032, which is the *CEQR Technical Manual* threshold requiring detailed analysis.[1] However, to maintain a scope of analysis consistent with that performed for the 2008 FGEIS, the SEIS includes a detailed analysis of indirect business displacement due to retail market saturation.

Similar to the analysis in the 2008 FGEIS, the detailed analysis focuses on grocery stores in the immediate vicinity of the proposed project, in particular, because grocery stores generally serve as anchors for retail concentrations, and the proposed project could introduce stores offering products that substantially overlap with typical grocery store offerings. In addition, the SEIS detailed analysis examines the future viability of anchors in regional retail centers, including movie theaters and restaurants, because the Willets West component of the proposed project would constitute a major new shopping and entertainment center, adding destination retail space to the Primary Trade Area.

The detailed analysis finds that the amount of indirect business displacement due to competition from the proposed project would be minimal, is not expected to jeopardize the viability of any neighborhood retail strips, and is not expected to diminish the level of services provided. Therefore, the proposed project would not result in significant adverse impacts due to retail market saturation.

[1] The 2008 FGEIS analysis of indirect business displacement due to competition was performed under the 2001 *CEQR Technical Manual*, which required detailed analysis even when capture rates were below 100 percent. The 2012 *CEQR Technical Manual* does not require similar detailed analysis if capture rates with the proposed project do not exceed 100 percent.

ADVERSE EFFECTS ON A SPECIFIC INDUSTRY

The proposed project would result in the same direct business displacement as analyzed in the 2008 FGEIS, and would not present any new or different uses that would alter the findings of the 2008 FGEIS with respect to potential effects on the auto industry or industries dependent on auto repair. Therefore, no further assessment of this issue of concern is required for the SEIS.

COMMUNITY FACILITIES

The analysis ~~provided below~~ regarding potential indirect effects to health care facilities and police and fire protection facilities concludes that—consistent with the conclusions of the 2008 FGEIS—the proposed project would not result in any significant adverse impacts on these community facilities and services.

The analysis of potential indirect effects on elementary, intermediate, and high schools finds that the proposed project would not result in any significant adverse impacts on high schools. In order to accommodate all of the project-generated elementary and intermediate school students, thereby avoiding any significant adverse impacts, the Queens Development Group, LLC (QDG) would coordinate with the School Construction Authority (SCA) to determine whether the public school space currently planned as part of Phase 1B would be sufficient to accommodate all of the school children generated by the proposed project by 2028. Provision of the school in Phase 1B would be ensured through a contractual agreement. If necessary, the school spaces would be expanded, and corresponding reductions in square footage would be made elsewhere in the development program. For Phase 2, the New York City Economic Development Corporation (EDC) would require as part of the developer's agreement that the designated developer similarly coordinate with SCA.

The analysis of potential indirect effects on library services finds that the holdings per resident ratio for the combined study area would decrease from 3.03 under the No Action condition to 2.80 with the proposed project in 2032. This ratio would decrease to 5.02 for the Flushing Library and to 0.69 for the Corona Library. For both the Flushing Library and Corona Library, the catchment area population increase would exceed five percent, which may represent a significant adverse impact on library services according to the *CEQR Technical Manual*. However, as noted above, many of the residents in the catchment areas also reside within the catchment areas for other nearby libraries and would also be served by these libraries, residents of the study area would have access to the entire Queens Library system through the inter-library loan system, and would also have access to libraries near their place of work. In consideration of the above, the lead agency, in consultation with the Queens Public Library, has determined that the additional population introduced by the proposed project would impair the delivery of library services in the study area in 2032. Therefore, Phase 2 of the proposed project would result in a significant adverse impact on library services. To mitigate this impact, adequate space[1] within the 125,000 square feet of as-yet-unprogrammed community facility space in the program for Phase 2 ~~could potentially~~ would be made available to be utilized as a branch library or auxiliary facility for the Queens Library system, or additional volumes or programs to accommodate new users could be provided if adequate space in nearby branches exists. Although no developer has yet been

[1] In other projects, 15,000–20,000 square feet of community facility space has been adequate for the operation of a branch library.

designated for Phase 2, the provision of additional library space in Phase 2 would be based on further consultation with Queens Public Library and the lead agency.

The analysis of indirect effects on child care facilities finds that the proposed project may result in significant adverse impacts on publicly funded child care facilities in 2028. Therefore, consistent with the conclusions of the 2008 FGEIS, to mitigate the potential impact on child care facilities that could occur by 2028, the QDG (i) would consult with the New York City Administration for Child Services (ACS) to determine whether adding capacity to existing facilities or providing a new child care facility within or near the area surrounding the project site is the appropriate way to meet demand for child care services generated by the proposed project; and (ii) would, as directed by ACS, add capacity to existing facilities or provide a new child care facility within or near the area surrounding the project site. EDC would require, as part of the developer's agreement, that the designated developer of Phase 2 similarly consult with ACS to determine the appropriate way to meet demand for child care services generated by development in the District by 2032 and would as directed by ACS, add capacity to existing facilities or provide a new child care facility within or near the area surrounding the project site.

OPEN SPACE

This analysis finds that the RWCDS would not result in significant adverse open space impacts that were not addressed in the 2008 FGEIS and subsequent technical memoranda.

DIRECT EFFECTS

By 2018, the Willets West portion of the proposed project would be constructed upon 30.7 acres of the surface parking lot west of CitiField, and one of the CitiField parking lots along Roosevelt Avenue (South Lot) would also be developed. While this land is mapped as parkland, it does not function as recreational open space. The land was occupied by Shea Stadium and associated parking and circulation space until it was replaced by CitiField in 2009, and it is now occupied exclusively by surface parking. There is one event—the Major League Wheelchair Softball Tournament—that is held in this area; however, this is not an event that occurs on a constant and regular basis for designated daily periods. This parking area is therefore not considered a public open space use as defined under CEQR. Furthermore, the Major League Wheelchair Softball Tournament would be relocated to the Special Willets Point District in Phase 1A of the proposed project. Therefore, developing this mapped parkland has no direct effect on the adequacy of open space for the study area residential and non-residential populations.

The proposed project would activate the Willets West area, making the area more appealing to residential and non-residential populations and improving connections between the study area populations and the Flushing Bay Promenade. It is anticipated that some of the trees within the Willets West portion of the project site would require removal during construction, as would trees within the Lot B area. Tree replacement would be conducted in conformance with DPR requirements, including approval from DPR's Queens forestry division. The portions of the project to be constructed by 2028 and 2032 also would have no direct effect on the adequacy of open space for the study area residential and non-residential populations.

The proposed project would not have any adverse impacts on existing open space in terms of air quality, noise, or shadows. The World's Fair Marina Park, which was predicted in the 2008 FGEIS to experience a significant adverse noise impact during the Saturday mid-day time period, is no longer expected to experience a significant adverse impact.

The proposed project would add to the inventory of open space in the study area. During Phase 1A of the proposed project, the parking area within the Special Willets Point District would be converted to active recreational use a minimum of six months per year. Permanent publicly accessible open space would be built as part of Phase 1B and Phase 2, in accordance with the District's zoning requirements, as residential populations are introduced. Phase 1B would include approximately six acres of new publicly accessible open space, approximately 3.5 of which would subsequently be developed with new structures in Phase 2. Phase 2 would create another 5.5 acres of open space, for a total of 8 acres of publicly accessible open space at the conclusion of the development of the proposed project.

INDIRECT EFFECTS

Although the development of the proposed project would include the creation of publicly accessible open space, because it would also introduce demand from a new population the RWCDS would result in a decrease in total, active, and passive open space ratios in the residential study area and a decrease in total and passive open space ratios in the non-residential study area. These decreases would not result in a significant adverse open space impact. Open space ratios would remain near or above the recommended City guidelines, with the exception of the active open space ratio, which would decrease from 1.80 acres per 1,000 residents in the 2018 No Action condition to 1.54 in the 2028 With Action condition and 1.31 in the 2032 With Action condition. The total open space ratio would remain above the recommended City guideline until 2032, when it would decrease to 2.46, falling slightly below the guideline of 2.5 acres per 1,000 residents. The amount of active open space available in the study area during Phase 1A would be higher than indicated by the ratios, due to the presence of the interim active recreational use to be provided within the District, which was not considered in the open space ratios. Upon completion, the RWCDS would include a minimum of 8 acres of publicly accessible open space, including an approximately two-acre park developed with primarily active recreational uses.

The RWCDS would not result in a significant adverse open space impact during any of the three analysis years. The proposed project would introduce substantial new open space, and study area residents would continue to have access to the portions of Flushing Meadows-Corona Park and the Flushing Bay Promenade that fall just outside of the residential study area's boundaries. Further, QDG would work to incorporate ground-level, active open space and other recreational resources such as rooftop and interior programming of recreational amenities into the project design for Phase 1B, and EDC would encourage through its formal Request for Proposals (RFP) process the future developer of Phase 2 to incorporate similar features into the Phase 2 development. While these recreational amenities may be available only to tenants and residents of the site—and thus have not been included in the quantitative analysis—these amenities would help offset the burden on public active and passive resources resulting from the introduction of new users on the project site.

SHADOWS

The analysis concluded that the proposed parking structure in the South Lot would cast new shadows early in the mornings in all seasons onto adjacent traffic islands and a portion of an area containing trees, but that the shadows would be limited in extent and duration and would not cause significant adverse shadow impacts to these sections of Flushing Meadows-Corona Park. The Willets West development would cast new shadows of very limited extent and duration on nearby landscaped traffic islands in the winter only, and these would not cause significant

adverse shadow impacts. Therefore, consistent with the conclusions of the 2008 FGEIS and subsequent technical memoranda, the proposed project would not result in any significant adverse shadows impacts.

HISTORIC AND CULTURAL RESOURCES

This analysis finds that the proposed project would not result in significant adverse impacts related to historic and cultural resources that were not addressed in the 2008 FGEIS or subsequent technical memoranda. Consistent with the findings in the 2008 FGEIS, the development that would occur within the Special Willets Point District during Phase 2 of the proposed project would have a significant adverse impact on the former Empire Millwork Corporation Building.

URBAN DESIGN AND VISUAL RESOURCES

This analysis concludes that the proposed project would not have any significant adverse impacts related to urban design and visual resources, consistent with the findings of the 2008 FGEIS and subsequent technical memoranda.

NATURAL RESOURCES

This analysis finds that existing conditions and potential impacts to natural resources are largely the same as were addressed in the 2008 FGEIS and subsequent memoranda, and that the RWCDS would not result in significant adverse impacts to floodplains, wetlands, groundwater, terrestrial resources, aquatic resources and Essential Fish Habitat (EFH), threatened or endangered species, species of special concern, or rare ecological communities. The 100-year floodplain within and adjacent to the study area is affected by coastal flooding rather than local flooding, and therefore, would not be affected by construction or regrading/filling that would occur as part of the RWCDS; building designs would be consistent with *New York City Building Code* requirements for construction within the 100-year floodplain and any future changes to these requirements that may be made on the basis of the newly-released FEMA ~~Advisory Base Flood Elevations~~ Best Available Flood Hazard Data (BAFHD). Prior to commencement of construction for each phase of the project, the project sponsor will work with the Mayor's Office of Environmental Coordination (MOEC) to develop a plan for resilience of the proposed area to be developed in that phase from future flood levels, considering the types of uses proposed. No wetlands are present on or adjacent to Willets West or the South Lot, and wetland boundaries in the vicinity of the District, Lot B, and Lot D are as described in the 2008 FGEIS. No significant adverse impacts to wetlands would occur as a result of the RWCDS. Terrestrial natural resources, such as vegetation and wildlife, are largely the same as described in the 2008 FGEIS, and the RWCDS would have no significant adverse impacts to these resources, including threatened or endangered species. Consistent with the conclusions of the 2008 FGEIS and subsequent technical memoranda, the proposed project would not result in significant adverse impacts to groundwater quality. With the implementation of erosion and sediment control measures, water quality, aquatic biota, and EFH of Flushing Bay would not be affected by land-disturbing construction activities. No in-water construction would occur. The proposed stormwater infrastructure for the RWCDS may improve stormwater quality above the existing condition by addressing existing chronic flooding, improving the quality of the soil substrate of the site, providing direct drainage to storm sewers, and incorporating sustainable design features, where feasible, to reduce the discharge volume. Overall, no significant adverse impacts to natural resources would result from the RWCDS.

HAZARDOUS MATERIALS

This analysis finds that, consistent with the conclusions of the 2008 FGEIS and subsequent technical memoranda, the proposed project would not result in significant adverse impacts related to hazardous materials.

As described below, Phase I Environmental Site Assessments (ESA) have been performed for the entire project site. These identified the potential for contamination due to current and past usage:

- **Special Willets Point District**: sampling undertaken as part of previous Phase II ESAs confirmed that contamination is present and is expected to be widespread.
- **Lot D**: Tires and apparently empty 35-gallon drums were present on Lot D. Evidence of a potential underground storage tank was observed. However, the Phase I ESA found no registered historical or current petroleum storage tanks, which indicates that the tank may have been installed/operated prior to tank registration requirements or may have been of too small a capacity to require registration. Prior to development, a Phase II ESA would be performed for Lot D to assess potential contamination and assist in preparation of any necessary remedial plans and health and safety procedures.
- **Lot B**: Subsurface sampling identified fill material (including cinders, wood, brick, metal, and asphalt) overlying marsh deposits. This was consistent with historical information regarding prior conditions and uses. The soil sampling did not identify significant contamination (the results were consistent with those usually found in historical fill materials in New York City). Similarly, the shallow groundwater sampling identified some levels (generally of metals) above the most stringent (drinking water) standards but these were consistent with the levels of metals found in the soil samples of the fill material. The soil gas sampling found elevated levels of methane (potentially attributable to the marsh deposits).
- **Willets West and South Lot**: The Phase I ESA indicated that these portions of the project site were also part of the much larger "ash dump" in the early part of the 20th century. Around 1950, Willets West was paved and used for parking until 1964, when Shea Stadium opened on the property. The South Lot has been used for parking since the mid 1960s. In 2009, Shea Stadium was demolished and has since been used for parking with multiple small ticketing structures. The Phase I ESA found no evidence of historical or current petroleum storage tanks or other historical uses of concern. Prior to development, a Phase II ESA would be performed for the Willets West and South Lot areas to assess potential contamination and assist in preparation of remedial plans, if necessary, and health and safety procedures to be implemented during construction.

By implementing investigation and remediation measures including appropriate engineering/institutional controls into the development, as well as incorporating health and safety procedures into the construction, it is expected that no potential exposure or significant adverse impacts related to hazardous materials would occur during or after construction of the proposed project. Construction of the proposed project would involve both demolition of all existing structures (some of which are believed to contain asbestos containing materials, lead-based paint, and polychlorinated biphenyls containing electrical components) and a variety of earthmoving/excavating activities that would encounter subsurface contamination (e.g., petroleum, solvents, polychlorinated biphenyls, or other contaminants associated with the area's historical filling), particularly within the District. To avoid the potential for significant adverse

impacts related to hazardous materials the proposed project would include appropriate health and safety (e.g., dust control and air monitoring) and comprehensive investigative/remedial measures (e.g., delineating and excavating contaminated soils and disposing of them off site at an appropriately licensed facility) that would be undertaken in conjunction with the excavation and disturbance of fill material. Understanding that the entire area includes ash fill and that within the project site fill material would remain, residual soil and groundwater contamination would need to be accounted for in any new development. Engineering controls to address the residual contamination can include a variety of measures including but not limited to capping surfaces, groundwater controls to prevent migration, and systems beneath buildings to prevent infiltration of soil vapor.

While development of the District is contemplated to occur in phases, Phase 1A will incorporate a comprehensive site investigation and associated remedial action that will remove areas of significant contamination and prepare the site for development. When subsequent development takes place over or adjacent to these areas, measures will be undertaken to prevent human exposure. These will include stringent measures for dust control, procedures for dewatering, proper handling and disposal or backfill of excavated material and prevention of stormwater pollution from runoff. Additional measures (e.g., the mandatory implementation of appropriate health and safety procedures) will be undertaken to prevent exposure following development during intrusive work and subsurface utility repairs at developed sites.

Institutional controls would be used to ensure that the various measures outlined above would be implemented, all lots in the project site would have restrictions placed on them. Specifically, for the District, these restrictions include the E designations already placed following the 2008 FGEIS and potentially State of New York Brownfield Cleanup Program (BCP) requirements, should any developments enter into this (voluntary) program. For lots outside of the District, the restrictions would be incorporated into the development agreements and/or amended leases for each lot. These lots are and would remain in City ownership.

A Phase II Subsurface Investigation Work Plan and a Health and Safety Plan (HASP) were prepared for the Willets West portion of the project site in February 2013 and submitted to the New York City Department of Environmental Protection (DEP) for review and approval. The Phase II Work Plan and HASP were revised and resubmitted to DEP in June 2013 based on a DEP letter requiring additional testing (dated March 27, 2013), and the revised Work Plan and HASP were approved by DEP in a letter dated July 31, 2013.

WATER AND SEWER INFRASTRUCTURE

This analysis finds that the proposed project would not result in significant adverse impacts to water and sewer infrastructure that were not addressed in the 2008 FGEIS and subsequent technical memoranda. Infrastructure improvements would be required for various phases of the project, as detailed in this section:

PHASE 1A

New 12-inch water mains in 35th Avenue, 126th Street, 127th Street, and Willets Point Boulevard would be constructed as necessary to support the proposed development. For Willets West, a new on-site water loop would be required to tie into existing water main in Roosevelt Avenue.

Sanitary sewer infrastructure, either existing or being built by the New York City Economic Development Corporation (EDC), would be adequate to accommodate the Phase 1A development. A 36-inch sanitary sewer, as well two stubbed connections in 126th Street: one 24-inch and one 16-inch, is currently being constructed by EDC. As a part of the proposed project, the 16-inch connection would be extended south along 126th Street by the Queens Development Group, LLC (QDG). Based on current estimates, the 36-inch sanitary sewer under construction, the 24-inch sewer downstream from it, and the 37th Avenue pump station would have sufficient capacity to accommodate the development proposed under Phase 1A. As part of the Phase 1A DEP approval process, QDG would work with DEP to assess the operations of the existing pump station. Based on this assessment, QDG would replace or upgrade components identified as requiring such work as a result of the additional flows associated with the Phase 1A development. Based on measured existing flow to the Bowery Bay Water Pollution Treatment Plant (WPTP) and the projected sanitary flow from the proposed development in Phase 1A, the WPTP would have sufficient capacity to accommodate the proposed project flow.

A 7.5-foot by 5-foot box storm sewer currently under construction by EDC would be extended south along 126th Street by QDG as part of the proposed project to accommodate Phase 1A development within the Special Willets Point District. For Willets West and the other sites, existing infrastructure would be sufficient to convey stormwater runoff.

PHASE 1B

Consultation with DEP would be required to determine if upgrades (including a new regulator and connection) to the 72-inch water main in Willets Point Boulevard would be required to support the Phase 1B development. As assumed in the 2008 FGEIS, the existing 72-inch water main within Willets Point Boulevard would remain in place and a permanent easement, mapped on the City map, would be provided to enable DEP access to this water main. A grade change and replacement of portions of the water main, contemplated in TM#4 would not be required.

Based on current estimates, the 36-inch sanitary sewer currently under construction would have sufficient capacity to accommodate the development proposed under Phase 1B. Upgrades to the 37th Avenue pump station and its force main would likely be required for Phase 1B development. If needed to support Phase 1B development, QDG would fund the 37th Avenue pump station upgrade, at the time when the need arises. It is anticipated that the upgrade would occur within the existing city land or rights-of-way. Verification of this requirement by DEP will be obtained prior to Phase 1B development. Based on measured existing flow to the Bowery Bay WPTP and the projected sanitary flow from the proposed development through Phase 1B, the WPTP would have sufficient capacity to accommodate the proposed project flow.

Stormwater and sanitary sewer infrastructure constructed would be sized in accordance with the DEP-approved amended drainage plan (ADP) prepared by QDG.

PHASE 2

For the District, consultation with DEP would be required to determine water supply requirements for Phase 2 of the proposed project. Additional internal water service would likely be required to support the proposed development in 2032. Additionally, consultation with DEP would be required to determine if upgrades (including a new regulator and connection) to the 72-inch water main in Willets Point Boulevard would be required to support the Phase 2 development, if not already constructed in a prior phase. For all other sites, water service would remain as constructed.

For the District, new sanitary sewer trunk mains would be required in Northern Boulevard 126th Street, and Roosevelt Avenue. These sewers would be sized in accordance with the ADP that would be developed. Based on current estimates, the 36-inch sanitary sewer currently under construction would have sufficient capacity to accommodate the development proposed with the full development through Phase 2. Per the draft ADP, upgrades to the 37th Avenue pump station and its force main would be required for Phase 2. Specifically, the operating capacity of the 37th Avenue pump station (currently 3,450 gpm) would need to be upgraded to 8,400 gpm. If not previously performed upgrades to the 24-inch sewer under the Grand Central Parkway, the 37th Avenue pump station and its associated downstream force main would be required, and would be funded by the developer of Phase 2. These upgrades would be in conformance with the DEP approved ADP. Based on measured existing flow to the Bowery Bay WPTP and the projected sanitary flow from the proposed development through Phase 2, the WPTP would have sufficient capacity to accommodate the proposed project flow.

For the District, new storm sewers would be required in Northern Boulevard, 126th Street, and Roosevelt Avenue. These sewers would be sized in accordance with the ADP developed for Phase 2. In addition, a 60-inch outfall would be required in 127th Street for Phase 2.

SANITATION AND SOLID WASTE

This analysis finds that the RWCDS would not result in significant adverse impacts to solid waste and sanitation that were not addressed in the 2008 FGEIS or subsequent technical memoranda.

While the RWCDS would create new demands on solid waste and sanitation services, the municipal systems serving the project site area have adequate capacity to meet the projected increases in demand. The New York City Department of Sanitation (DSNY), which collects solid waste and recyclables, is anticipated to provide municipal solid waste and sanitation services to the District. Private carters currently and will continue to provide these services to non-residential users. The RWCDS would cumulatively increase the volumes of solid waste and recyclables, but would not affect the delivery of these services, place a significant burden on the City's solid waste management services (public or private), or require any amendments to the City's solid waste management objectives as stated in the SWMP. As disclosed in the 2008 FGEIS, the RWCDS would displace waste transfer businesses from the District by 2032, but this displacement would not have a significant adverse impact on the waste and sanitation services in Queens or in New York City.

ENERGY

Consistent with the findings of the 2008 FGEIS and subsequent technical memoranda, this analysis concludes that the proposed project would not result in significant adverse impacts on energy demand and infrastructure. The cumulative annual energy consumption that would result from the RWCDS, including the potential future development on Lot B, would be 1,952,503 million BTUs. Phase 1A and 1B are subject to Local Law 86 of 2005 (see New York City Charter section 224.1) and the project sponsor would comply with the requirements thereof. To the extent Local Law 86 of 2005 applies to any portion of Phase 2, the City would further ensure that the sponsor for Phase 2 complies with the requirements thereof. Accordingly, in Phase 1A, the retail buildings, including the proposed development on the Willets West site, will be designed and constructed to achieve Leadership in Energy and Environmental Design (LEED) silver certification for core and shell (LEED-CS), and the hotel building will be designed and

constructed to achieve LEED silver certification for new construction (LEED-NC). In Phases 1B and 2, as set forth in the FGEIS and reiterated in Technical Memorandum #4, all portions of the project within the Willets Point Special District will be required to achieve LEED for neighborhood development (LEED-ND) certification. Phase 1B buildings will also comply with all the applicable requirements of Local Law 86 of 2005. Specifically, retail, hotel, community facility and office buildings will be designed and constructed to achieve LEED silver certification pursuant to the LEED rating system that is most appropriate under Local Law 86 (see Section 10-02 of chapter 10 of title 43 of the Rules of the City of New York). To meet the requirements of LEED and the energy cost reduction requirements of Local Law 86 of 2005 that are applicable to the project under NYC Charter section 224.1(b)(2)(ii), energy efficiency measures would be incorporated into building designs, as described in this chapter. The requirements of Local Law 86 of 2005 and the commitments set forth in this chapter would be incorporated into the development agreements and/or amended lease agreements. The provisions of the development agreements and/or amended lease agreements, relating to substance and enforceability of these commitments, would be subject to approval by Mayor's Office of Environmental Coordination.

TRANSPORTATION

TRAFFIC AND PARKING

As was found in the FGEIS, the proposed project is expected to be a significant traffic generator on both the highways surrounding the project site—including the Grand Central Parkway, the Van Wyck Expressway, and the Whitestone Expressway—and the local street network over the course of its three buildout phases. The With Action volume increments generated by the proposed project would be as follows:

Phase 1A of the project is expected to generate 883 vehicles per hour (vph) in the AM peak hour, 2,517 vph in the midday peak hour, 2,618 vph in the PM peak hour on a typical weekday without a Mets home game, and 3,132 vph in the Saturday midday peak hour on a non-game weekend. For peak hours with a Mets home game, the proposed project is expected to generate 2,324 vph in the weekday PM (evening) pre-game peak hour, 2,313 vph in the Saturday afternoon pre-game peak hour, and 2,063 vph in the Saturday evening post-game peak hour.

With the completion of Phase 1B, 2,649 vehicles per hour (vph) would be generated in the AM peak hour, 5,152 vph in the midday peak hour, 5,420 vph in the PM peak hour on a typical weekday without a Mets home game, and 5,855 vph in the Saturday midday peak hour on a non-game weekend.

For peak hours with a Mets home game, the proposed project is expected to generate 4,194 vph in the weekday PM (evening) pre-game peak hour, 4,576 vph in the Saturday afternoon pre-game peak hour, and 4,037 vph in the Saturday evening post-game peak hour.

With full buildout at the completion of Phase 2, including the potential future development of Lot B, 4,533 vehicles per hour (vph) would be generated in the AM peak hour, 7,551 vph in the midday peak hour, 8,361 vph in the PM peak hour on a typical weekday without a Mets home game, and 8,740 vph in the Saturday midday peak hour on a non-game weekend. For peak hours with a Mets home game, the proposed project is expected to generate 6,339 vph in the weekday PM (evening) pre-game peak hour, 6,981 vph in the Saturday afternoon pre-game peak hour, and 6,445 vph in the Saturday evening post-game peak hour. This includes volume increment generated by the proposed project and the Lot B development.

Future baseline (future No Action) volumes, to which the traffic generated by the proposed project and Lot B would be added, and future levels of service are expected to be significantly worse than existing conditions due to background traffic growth plus traffic generated from additional background development projects. Traffic generated by the proposed project would be in addition to high baseline volumes and poor levels of service at many of the analysis intersections and along key sections of the highway network.

As a result, by Phase 1A, the proposed project is expected to have significant traffic impacts at 15 of the ~~29~~ 32 intersections analyzed, both signalized and unsignalized, for the future With Action condition in the weekday AM peak hour, ~~17~~ 16 of ~~29~~ 32 in the weekday midday peak hour, and 20 of ~~29~~ 32 in the weekday PM and Saturday midday non-game peak hour. On game days, ~~21~~ 23 of ~~29~~ 32intersections analyzed would have significant traffic impacts during the PM pre-game weekday peak hour, ~~17~~ 19 of ~~29~~ 32 intersections analyzed would have significant traffic impacts during the Saturday pre-game peak hour and ~~19~~ 21 of ~~29~~ 32 intersections analyzed would have significant impacts during the Saturday post-game peak hour.

In Phase 1B, the proposed project is expected to have significant traffic impacts at 19 of the ~~30~~ 33 intersections analyzed in the weekday AM peak hour, ~~20~~ 21 of ~~30~~ 33 in the weekday midday peak hour, ~~22~~ 21 of ~~30~~ 33 in the weekday PM peak hour, and ~~25~~ 24 of ~~30~~ 33 in the non-game-Saturday midday peak hour. On game days, 22 of ~~30~~ 33 intersections analyzed would have significant traffic impacts during the PM pre-game weekday peak hour, ~~20~~ 21 of ~~30~~ 33 intersections analyzed would have significant traffic impacts during the Saturday pre-game peak hour and ~~21~~ 23 of ~~30~~ 33 intersections analyzed would have significant impacts during the Saturday post-game peak hour.

By full buildout in Phase 2, including the potential future development of Lot B, the proposed project is expected to have significant traffic impacts at ~~22~~ 23 of the ~~31~~ 34 intersections analyzed in the weekday AM peak hour, and ~~26~~ 28 of ~~31~~ 34 in the weekday midday peak hour, 29 of 34 in the weekday PM peak hour, and 27 of 34 in the Saturday midday non-game peak hour~~s~~. During the PM pre-game weekday peak hour, ~~25~~ 28 of ~~31~~ 34 intersections analyzed would have significant traffic impacts, and during the Saturday pre-game and post-game peak hours, ~~23~~ 25 of ~~31~~ 34 intersections analyzed would have significant impacts.

Some sections of the highway mainlines and several ramp junctions would incur level of service degradations and be significantly impacted. In Phase 1A, ~~three~~ five of the seven highway mainline locations analyzed (including the westbound Grand Central Parkway and the southbound Whitestone Expressway) and five of the 12 ramp locations would be significantly impacted during at least one of the seven peak analysis hours. In Phase 1B, five of the seven highway mainline locations analyzed (including both directions of the Grand Central Parkway and Whitestone and Van Wyck Expressways) and seven of the 12 ramp locations would be significantly impacted during at least one peak hour. In Phase 2, ~~five~~ four of the seven highway mainline locations analyzed (including the westbound Grand Central Parkway, and both directions of the Whitestone and Van Wyck Expressways) and ~~eight~~ seven of the 12 ramp locations would be significantly impacted during at least one peak hour.

Under Phase 2 for the proposed project (i.e., full buildout conditions), the number of significantly impacted intersections would be approximately the same or somewhat higher as compared to the 2008 FGEIS. The magnitude of delays experienced would be higher at many locations as compared to the 2008 FGEIS. Under Phase 2 for the proposed project, the number of significantly impacted highway sections and ramps, and the magnitude of delays, would

generally be higher as compared to the 2008 FGEIS. Potential measures to mitigate these projected significant adverse impacts are described in "Mitigation."

By its full buildout in Phase 2, the proposed project would provide sufficient new off-street and on-street parking as part of the development to service its peak demand of 5,850 spaces. The redevelopment of the District would include the demapping and realignment of the local street network within the boundaries of the District, which is expected to increase the available on-street parking supply. The proposed project's expected parking needs would be provided within the immediate area by full buildout, and it is not expected that project-generated traffic would have to seek parking opportunities outside of the area. In all phases, Willets West's proposed 2,500 accessory parking spaces would be sufficient to meet parking demands generated by the development at Willets West. Under Phase 1A, all project-generated parking demand within the District would be satisfied by accessory parking provided as part of the proposed project. Under Phase 1B, the 2,700 accessory parking spaces that would accompany development in the District would fully satisfy project demand in 2028 except from 2 to 4 PM on Saturday where there would be an additional need of up to approximately 45 spaces. However, this demand is expected to be fully satisfied by available on-street spaces within the District and off-street spaces in facilities within walking distance of the District. For the originally proposed project analyzed in the 2008 FGEIS, the amount of parking to be provided plus available on-street parking was concluded to be similarly sufficient to accommodate the projected parking demand.

In addition to providing accessory parking for project demand, the proposed project would also replace the 4,100 Mets parking spaces in the main CitiField lots to the west of the stadium that would be displaced by the Willets West development. These replacement spaces would be distributed amongst an interim parking facility in the District (2,750 spaces, used as recreational space in the off-season), Lot D/South Lot (950 spaces), and the Willets West development (400 spaces) in Phase 1A, and between Lot D/South Lot (5,495 spaces) and the Willets West development (400 spaces) in Phases 1B and 2. Therefore, Mets parking needs would be accommodated.

TRANSIT AND PEDESTRIANS

Significant adverse transit impacts were identified for the street-level stairways and mezzanine stairway on the north side of Roosevelt Avenue at the Mets-Willets Point subway station, line-haul conditions on the No. 7 subway line, ~~train~~ and the Q19, Q48, and Q66 bus routes. In addition, if NYCT reverts back to its pre-CitiField station operating plan for the Mets-Willets Point subway station, which would take place independent of the proposed project, additional interagency coordination is expected to take place to develop the appropriate game-day management strategies. However, additional impacts for the station's street-level connections and the unpaid zone passageway could occur during game days with this reconfiguration. Between Draft and Final SEIS, no changes to operating plans were announced by NYCT; therefore, any potential changes that may be considered for future implementation will be addressed outside of this environmental review. Significant pedestrian impacts were identified for the east crosswalk at the intersection of Northern Boulevard and 126th Street; the north and west crosswalks at the intersection of Roosevelt Avenue and 126th Street; the north, south, and east crosswalks at the intersection of 34th Avenue and 126th Street; ~~the south crosswalk at the intersection of New Willets Point Boulevard and 126th Street;~~ the north and south crosswalks at the intersection of 37th Avenue and 126th Street; and the north crosswalk at the newly signalized intersection of Roosevelt Avenue and the Lot B driveway. Potential measures to mitigate these projected significant adverse impacts are described in "Mitigation."

In the 2008 FGEIS and subsequent technical memoranda, significant adverse impacts were identified for the Mets-Willets Point subway station, area bus routes, and pedestrian elements adjacent to the District. Similar or greater impacts have been identified for Phase 2 of the proposed project. In addition, the previous analyses did not identify the significant adverse subway line-haul impact or the additional station impacts associated with potential station reconfiguration by NYCT that had been identified with the current proposed project.

AIR QUALITY

Concentrations of carbon monoxide (CO) and fine particulate matter less than 10 microns in diameter (PM_{10}) due to project-generated traffic at intersections near the project site would not result in any violations of National Ambient Air Quality Standards (NAAQS). It was also determined that CO and $PM_{2.5}$ increments ~~impacts~~ from mobile sources associated with the proposed project would not exceed CEQR *de minimis* criteria. ~~While incremental increases in fine particulate matter less than 2.5 microns in diameter ($PM_{2.5}$) from mobile sources would be between 2 μg/m^3 and 5 μg/m^3, based on the frequency and magnitude of the concentrations above 2 μg/m^3, which will be subject to further~~ A refined mobile source analysis conducted for $PM_{2.5}$ between DSEIS and FSEIS in consultation with DEP confirmed that there would be no ~~the predicted $PM_{2.5}$ increments would not indicate a~~ significant air quality impact. In addition, impacts due to the proposed project's parking facilities were found to result in no significant adverse air quality impacts.

Based on refined analyses, using conservative assumptions regarding floor area served by a single heating and hot water system stack, there would be no potential for significant adverse air quality impacts from the proposed project's heating and hot water systems (considering buildings proposed for construction in all phases), provided that certain requirements on the fuel type, placement of heating and hot water system stacks, exhaust height, and use of low-nitrogen oxide (low-NO_x) burners are imposed. These restrictions would supersede those identified in the 2008 FGEIS and Technical Memorandum #4. The restrictions reflect the changes to the proposed project since the 2008 FGEIS and subsequent technical memoranda, as well as the promulgation of the 1-hour nitrogen dioxide (NO_2) standard in 2010. A screening level analysis was conducted to assess whether existing auto, manufacturing, and industrial uses that may remain in the area proposed for development in Phase 2, would have the potential to significantly impact the air quality in the area proposed for development in Phase 1A and Phase 1B, which would be occupied by recreational, residential, hotel, open space, and commercial uses. The results of that analysis show that there would be no potential for significant adverse impact on air quality from these sources on the proposed project. Therefore, there would be no potential for a significant adverse impact from stationary sources.

GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

As discussed in the following sections, the building energy use and vehicle use associated with the full build-out of the proposed project would result in approximately 150,000 metric tons of carbon dioxide equivalent (CO_2e) emissions per year. The RWCDS, which includes the potential future development on Lot B, would result in approximately 161,000 metric tons of CO_2e emissions from building energy consumption and vehicle use. The overall RWCDS emissions are lower than those presented in Technical Memorandum #4 (TM4), despite the increase in the floor area proposed for development, due to the expected improvement in vehicle efficiency from 2022—the final build year analyzed in TM4, and 2032—the anticipated year of proposed project completion.

The proximity of the proposed development to public transportation, its mixed-use nature, and dense design are all factors that contribute to the energy efficiency. To meet the requirements of LEED certification, the energy cost reduction requirements of Local Law 86 of 2005, and to comply with the regulations of the Special Willets Point District, specific measures would be incorporated into the proposed project design, which would decrease the potential GHG emissions and further the GHG reduction goal.

~~As detailed local climate change projections become available and are adopted into the City's infrastructure design criteria, such criteria would be incorporated into the development program. In addition, an engineering study would be prepared prior to commencement of construction that would assess the feasibility of implementing strategies to improve resilience to climate change impacts into the design of the development program, in light of the most current climate change projections. Based on that engineering study, practicable strategies to improve resilience to climate change would be implemented.~~

The proposed project is located within the 100-year floodplain, and therefore, the potential effects of global climate change on the proposed project have been considered. Given that the projections for sea level rise are changing, further measures will be investigated and implemented within the proposed project site to the extent practicable. Prior to the commencement of construction for each phase of the project, the project sponsor will work with MOEC to develop a plan for resilience of the proposed area to be developed in that phase from future flood levels, considering the types of uses proposed. The plan will be designed with the goal of making the project area resilient to end-of-century flood levels in residential areas, and mid-century in other areas.

NOISE

The analysis concludes that noise associated with traffic generated by the proposed project and its associated parking facilities would not be expected to result in any significant increases in noise levels, including at World's Fair Marina Park, which was predicted to experience a significant adverse noise impact in the 2008 FGEIS during the Saturday mid-day (MD) time period. This resulted from slightly less incremental traffic noise generated on streets immediately adjacent to the Park between the No Build and Build scenarios analyzed for the proposed project as compared to the 2008 FGEIS analysis. To meet CEQR interior noise level requirements, the analysis prescribes between 31 and 43 dBA of building attenuation for the proposed project buildings, which is similar to the amount of building attenuation specified in the 2008 FGEIS, except for the buildings included in the proposed project very close to the existing elevated subway tracks along Roosevelt Avenue, which would require greater attenuation than the levels specified in the 2008 FGEIS analysis. Similar to what was predicted in the 2008 FGEIS, noise levels in the newly created open spaces would be greater than the 55 dBA $L_{10(1)}$ prescribed by CEQR criteria, but would be comparable to other parks around New York City and would not constitute a significant adverse impact.

PUBLIC HEALTH

According to the *CEQR Technical Manual*, for most proposed projects, a public health analysis is not necessary. Where no significant unmitigated adverse impact is found in other CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise, no public health analysis is warranted. If an unmitigated significant adverse impact is identified in one of these

analysis areas, the lead agency may determine that a public health assessment is warranted for that specific technical area.

As described in the relevant analyses of this SEIS, during construction, and after completion of construction, the proposed project would not result in unmitigated significant adverse impacts in any of the technical areas related to public health. Therefore, a public health analysis is not necessary, as the proposed project would not result in a significant adverse public health impact.

NEIGHBORHOOD CHARACTER

Consistent with the 2008 FGEIS and subsequent technical memoranda, this analysis finds that the proposed project would not result in any significant adverse impacts to neighborhood character.

The study area has diverse characteristics owing to the varied land uses surrounding the project site. No one defining feature would be considered critical to the character of the neighborhood; rather all the various localized features contribute to it. Taking into consideration the effects of the proposed project on the contributing features, the proposed project would not have a significant adverse impact on neighborhood character. Rather, the proposed project would result in an improvement in neighborhood character, as it would remediate the area and would represent a significant investment to improve the project area's infrastructure. The proposed project would allow for a more comprehensive and continuous neighborhood by linking Flushing and Corona, and would transform the area surrounding CitiField into a thriving new neighborhood and regional destination.

CONSTRUCTION

There would be temporary inconvenience and disruption arising from the construction of the proposed project throughout the Willets Point/CitiField area. As detailed below, construction of the proposed project would result in significant adverse construction impacts related to transportation and historic and cultural resources. Potential mitigation for these significant adverse impacts is discussed in Chapter 21, "Mitigation."

TRANSPORTATION

The construction of the proposed project, from 2014 to 2032, would generate construction worker and truck traffic. Because of the lengthy duration of these activities, an evaluation of construction sequencing and worker/truck projections was undertaken to assess the potential transportation-related impacts. It is expected that the project construction activities would yield considerably less traffic than that projected for the proposed project and that parking and staging needs could be managed primarily within the District, or next to the stadium (for Lot B construction). However, given the high traffic volume in the existing and No Action conditions, and the inclusion of traffic from the project as it is being built out as well as construction traffic, significant adverse traffic impacts could still occur at some of the study area locations during construction. Where impacts during construction may occur, measures recommended to mitigate impacts associated with the proposed project could be implemented early to aid in alleviating congested traffic conditions. At locations where the proposed project is expected to result in unmitigated significant adverse traffic impacts, these impacts could similarly exist during construction.

Construction worker transit trips would occur outside of peak periods of transit ridership and would be distributed and dispersed to the nearby transit facilities, and would not result in any significant adverse transit impacts. However, the significant adverse transit impacts disclosed for the 2032 With Action condition may also occur during peak construction in 2031. Similar mitigation measures as those identified for the 2032 With Action condition are expected to also address the potential transit impacts during construction. As with the 2028 and 2032 With Action conditions, the projected subway line-haul impact during the weekday AM peak period may remain unmitigated. ~~Additionally, as discussed in more detail in Chapter 14, "Transportation," and Chapter 21, "Mitigation," subway station impacts may remain unmitigated, if mitigation options are found to be infeasible, or if NYCT changes the current game-day operation of the station.~~

Pedestrian trips during peak construction in 2031 would primarily be concentrated during off-peak hours (6 to 7 AM and 3 to 4 PM) and would be distributed among numerous pedestrian facilities in the area. Accordingly, there would also not be a potential for significant adverse pedestrian impacts attributable to the projected construction worker pedestrian trips. However, the significant adverse pedestrian impacts disclosed for the 2032 With Action condition may also occur during peak construction in 2031. Similar mitigation measures as those identified for the 2032 With Action condition are expected to also address the potential pedestrian impacts during construction. At locations where the proposed project is expected to result in unmitigated significant adverse pedestrian impacts, these impacts could similarly exist during construction.

AIR QUALITY

Based on a detailed analysis of construction during Phase 2 and a qualitative evaluation of construction during Phases 1A and 1B, the proposed project would not result in significant adverse impacts with respect to air quality. A detailed analysis of the combined effects of on-site and on-road emissions, determined that annual-average nitrogen dioxide (NO_2), carbon monoxide (CO), and particulate matter with an aerodynamic diameter less than 10 microns (PM_{10}) and particulate matter with an aerodynamic diameter less than 2.5 microns ($PM_{2.5}$) concentrations would be below their corresponding National Ambient Air Quality Standards (NAAQS) or *de minimis* criteria. Therefore, the proposed projects would not cause or contribute to any significant adverse air quality impacts with respect to these standards.

~~Dispersion modeling determined that the maximum predicted incremental concentrations of $PM_{2.5}$ (using a worst-case emissions scenario) would exceed the City's applicable 24-hour interim guidance criterion of 2 μg/m^3 at a few receptor locations on the northeastern façade of parcel A1 during the construction activities at parcel A11 located immediately to the northeast, where the likelihood of prolonged exposure is very low.~~

~~The maximum predicted incremental concentrations of $PM_{2.5}$ would also exceed 2 μg/m^3 at a sidewalk location due to mobile sources on the southeast corner of 34th Avenue and 126th Street. The occurrences of elevated 24-hour average concentrations for $PM_{2.5}$ would be limited in duration, frequency, and magnitude. Therefore, after taking into account the limited duration and extent of these predicted exceedances, and the limited area-wide extent of the 24-hour impacts, it is concluded that no significant adverse air quality impacts for $PM_{2.5}$ are expected from construction.~~

Because background concentrations are not known and the analysis methodology for mobile and construction sources have not been developed for the new 1-hour NO_2 NAAQS, exceedances of the 1-hour NO_2 standard resulting from construction activities cannot be ruled out. Therefore,

measures including diesel equipment reduction, utilization of newer equipment, and source location and idling restriction, would be implemented by the proposed project to minimize NO_x emissions from construction activities.

NOISE AND VIBRATION

Based on a detailed analysis of construction during Phase 2 and a qualitative evaluation of construction during Phases 1A and 1B, construction activities would not be expected to result in significant noise impacts at any nearby sensitive receptor locations. Proposed buildings that would be completed and occupied before construction is completed at other project building sites would also experience exterior noise levels due to construction activities in the low 70s to mid-80s dBA range. The design of all project buildings would include building façades providing not less than 31-43 dBA of attenuation and alternate means of ventilation (i.e., air conditioners) that do not degrade the acoustical performance of the façade. During the time period when these proposed buildings would be occupied and loud construction activities would be underway at immediately adjacent building sites (approximately two years according to the conceptual construction schedule on which the construction noise analysis is based), interior noise levels would, during some times, exceed 45 dBA $L_{10(1)}$ (the CEQR acceptable interior noise level criteria for residential uses). Such exceedances may be intrusive, but would be only temporary and of limited duration. Consequently, they would not result in any significant impacts.

On-site, construction activities would produce $L_{10(1)}$ noise levels at open space areas up to approximately the mid 70s dBA, which would exceed the levels recommended by CEQR for passive open spaces (55 dBA L_{10}). (Noise levels in these areas exceed CEQR recommended values for existing and No Action conditions.) While this is not desirable, there is no effective practical mitigation[1] that could be implemented to avoid these levels during construction. Noise levels in many parks and open space areas throughout the city, which are located near heavily trafficked roadways and/or near construction sites, experience comparable and sometimes higher noise levels, and consequently such levels would not be considered a significant adverse impact. Noise levels in many parks and open space areas throughout the city, which are located near heavily trafficked roadways and/or near construction sites, experience comparable and sometimes higher noise and consequently such levels would not be considered a significant adverse impact.

OTHER TECHNICAL AREAS

Consistent with the 2008 FGEIS and subsequent technical memoranda, and as described in greater detail below, construction of the proposed project would not be expected to result in any significant adverse impacts to land use, socioeconomic conditions, community facilities, open space, or natural resources.

Consistent with the findings in the 2008 FGEIS, construction activities related to the development that would occur within the Special Willets Point District during Phase 2 of the proposed project would be anticipated to result in the demolition of the former Empire Millwork Corporation Building, which was found by the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP) to be eligible for listing on the State and National Registers of

[1] Noise barriers would not be practical because of security concerns.

Historic Places (S/NR). Demolition of this structure would be considered a significant adverse effect on this architectural resource.

As described in detail in Chapter 10, "Hazardous Materials," and consistent with the conclusions of the 2008 FGEIS and subsequent technical memoranda, the proposed project would not result in significant adverse impacts related to hazardous materials during construction. To avoid the potential for significant adverse impacts related to hazardous materials, the proposed project would include appropriate health and safety (e.g., dust control and air monitoring) and investigative/remedial (e.g., delineating and excavating contaminated soils and disposing of them off site at an appropriately licensed facility) measures that would precede or govern both demolition and soil disturbance activities. These measures would be conducted in compliance with all applicable laws and regulations and would conform to appropriate engineering practices.

Construction would create major direct benefits resulting from expenditures on labor, materials, and services, and indirect benefits created by expenditures by material suppliers, construction workers, and other employees involved in the direct activity.

MITIGATION

COMMUNITY FACILITIES AND SERVICES

As described in Chapter 4, "Community Facilities and Services," the lead agency, in consultation with the Queens Public Library, has determined that the additional population introduced by the proposed project would impair the delivery of library services in the study area in 2032. Therefore, Phase 2 of the proposed project would result in a significant adverse impact on library services. To mitigate this impact, adequate space[1] within the 125,000 square feet of as-yet-unprogrammed community facility space in the program for Phase 2 ~~could potentially~~ would be made available to be utilized as a branch library or auxiliary facility for the Queens Library system, or additional volumes or programs to accommodate new users could be provided if adequate space in nearby branches exists. Although no developer has yet been designated for Phase 2, the provision of additional library space in Phase 2 would be based on further consultation with Queens Public Library and the lead agency.

As discussed in Chapter 4, "Community Facilities and Services," the analysis of indirect effects on child care facilities finds that the proposed project may result in significant adverse impacts on publicly funded child care facilities in 2028. Therefore, consistent with the conclusions of the 2008 FGEIS, to mitigate the potential impact on child care facilities that could occur by 2028, the QDG (i) would consult with ACS to determine ~~whether adding capacity to existing facilities or providing a new child care facility within or near the area surrounding the project site is~~ the appropriate way to meet demand for child care services generated by the proposed project; and (ii) would, as directed by ACS, add capacity to existing facilities or provide a new child care facility within or near the area surrounding the project site. To mitigate the potential impact on child care facilities that could occur by 2032, EDC would require, as part of the developer's agreement, that the designated developer of Phase 2 similarly consult with ACS to determine the appropriate way to meet demand for child care services generated by development in the District

[1] In other projects, 15,000–20,000 square feet of community facility space has been adequate for the operation of a branch library.

by 2032 and would, as directed by ACS, add capacity to existing facilities or provide a new child care facility within or near the area surrounding the project site.

~~Possible mitigation measures, which would be implemented by the developer(s) of Phase 1B and Phase 2, include adding capacity to existing facilities or providing a new child care facility within or near the area surrounding the project site. At this point, however, it is not possible to know exactly which type of mitigation would be most appropriate and when, because several factors may limit the number of children in need of publicly funded child care slots. Families in the study area could make use of alternatives to publicly funded child care facilities, such as homes licensed to provide family child care which families of eligible children could elect to use instead of a public child care center. In addition, parents of eligible children may use ACS vouchers to finance care at private child care centers either within the study area or could use facilities outside of study area.~~

HISTORIC AND CULTURAL RESOURCES

As discussed in Chapter 7, "Historic and Cultural Resources," there are substantial challenges inherent in retaining the historic building located in the District—the Former Empire Millwork Corporation Building—and the proposed project contemplates demolition of this building in Phase 2. A developer for Phase 2 has not yet been selected, and QDG may or may not be selected as the designated developer for Phase 2. Before the development of Phase 2, the selected developer will consult with the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) and the New York City Landmarks Preservation Commission (LPC) to evaluate any remaining potential alternatives to demolition. If none are identified, measures to mitigate this adverse impact would be developed in consultation with OPRHP and LPC. The mitigation measures could include recording the building through a Historic American Buildings Survey (HABS)-level photographic documentation and accompanying narrative.

TRAFFIC AND PARKING

A broad range of traffic improvement measures would be needed to mitigate projected significant adverse traffic impacts. Intersection traffic improvements ~~will require~~ have received approval from the New York City Department of Transportation (NYCDOT). Overall, these intersection traffic improvements—including signal phasing and timing changes, traffic signal installations, lane additions, lane re-striping, geometric improvements, turn prohibitions, channelization improvements and parking prohibitions—fall within the range of typical measures employed by NYCDOT in improving traffic conditions in New York City. Each of the highway network-related improvements beyond the operational improvements which are under NYCDOT jurisdiction would require a collaborative review process between NYCDOT and the New York State Department of Transportation (NYSDOT), and where appropriate, DPR closer to the time of construction when the design of those measures is finalized.

The analyses have not identified significant parking impacts requiring mitigation in its various Build phases. However, the implementation of the traffic mitigation measures would result in the removal of parking or "standing" spaces during various times of the day and days of the week: approximately ~~60~~ 66 such spaces during Phase 1A; ~~91~~ 87 spaces during Phase 1B; ~~94~~ 101 spaces during Phase 2. No designated truck loading/unloading or commercial vehicle zones or bus layover space would be affected.

New traffic signals are proposed at the following, currently unsignalized, intersections: Boat Basin Road at World's Fair Marina; the intersection of the Grand Central Parkway westbound

exit ramp at West Park Loop/Stadium Road; Willets Point Boulevard at Northern Boulevard; New Willets Point Boulevard at 126th Street; ~~and the intersection of the eastbound Northern Boulevard ramp to 126th Street at the eastbound Astoria Boulevard/Grand Central Parkway ramp to eastbound Northern Boulevard;~~ Northern Boulevard at 126th Place; 126th Street at 36th Avenue; and 126th Street at 37th Avenue. An upgrade to an actuated signal control at the intersection of Boat Basin Road at Stadium Road and traffic signal equipment upgrades from the current mechanical systems to computerized systems at the intersection of College Point Boulevard and Sanford Avenue are proposed in order to accommodate variable signal phase green times among the seven analysis time periods. ~~Should NYCDOT determine that any of the proposed traffic signals are not warranted, alternative means of mitigating significant adverse impacts at those locations will need to be developed or unmitigated impacts may result and would be identified as such in the Final SEIS.~~

In order to verify the need and effectiveness of the mitigation measures proposed in this SEIS (especially the more cost intensive highway network improvements), the developer, in consultation with the lead agency and NYCDOT, will develop and conduct a detailed traffic monitoring plan at the completion of the buildout phases of the proposed project. The traffic monitoring plan is described further in Chapter 21, "Mitigation." The developer will submit to NYCDOT and the lead agency design drawings for any mitigation measures as per American Association of State Highway and Transportation Officials (AASHTO) and NYCDOT specifications. NYCDOT will participate in the review process relating to all future modifications to geometric alignment, striping, and signage during the preliminary and final design phases. In addition, as mutually agreed upon, the City and the developer will be responsible for any cost associated with the monitoring effort. The developer of each phase of the project will be responsible for the cost of the design and construction of any or all mitigation measures identified in this SEIS, for that phase.

Depending on the peak traffic hour analyzed, approximately one-half or more of the significantly impacted intersections could be fully or partially mitigated with traffic signal phasing or timing changes, signalization of unsignalized intersections, lane re-striping, parking prohibitions, or turn prohibitions. Three locations at or near highway exit ramps would require more intensive mitigation measures such as roadway widenings and reconfigurations that have been incorporated in the traffic mitigation analyses. These measures would collectively improve conditions but would not be able to fully mitigate all projected impacts. Final design for construction of those measures which do not fall under the jurisdiction of NYCDOT will be further reviewed by NYSDOT closer to the time of construction. If these mitigation measures are modified or rejected by NYSDOT, significant adverse impacts identified above may be unmitigated.

Under Phase 1A, the number of unmitigated or partially mitigated intersections would range from a low of ~~two~~ three in the weekday AM peak hour on non-game days to a high of ~~six~~ ten under weeknight pre-game and weekend post-game conditions. Under Phase 1B, the number of unmitigated or partially mitigated intersections would range from a low of ~~four~~ five in the weekday AM peak hour on non-game days to a high of 12 under weekday PM and Saturday midday conditions on non-game days and all three game day peak hours. Under Phase 2, the number of unmitigated or partially mitigated intersections would range from a low of ~~eight~~ ten in the weekday AM peak hour on non-game days to a high of ~~15~~ 16 under weekday and Saturday midday conditions on non-game days and Saturday post-game conditions. ~~In addition, the~~

~~intersections of 126th Street at 36th Avenue, 126th Street at 37th Avenue, and Northern Boulevard at 126th Place are expected to carry a significant amount of project-generated trips in all three project phases. These three intersections were not analyzed for this Draft SEIS since the majority of project-generated trips from the District were assigned to the adjacent analyzed intersections. Since impacts have been identified for these adjacent intersections, the three intersections listed above will be analyzed for the Final SEIS to determine if they would similarly experience significant adverse impacts. If they are found to be significantly impacted under the With Action condition, mitigation measures would be explored to address the impacts, or if no practicable mitigation measures can be identified, the impacts would be disclosed as being unmitigatable.~~

Improvements to local intersections and highway ramps would also mitigate some, but not all, significant highway impacts if implemented. Highway network improvements were not identified as mitigation in the 2008 FGEIS analyses. Both this SEIS and the 2008 FGEIS, however, include the new Van Wyck Expressway ramps as part of the With Action (i.e., Build) analyses in its expected implementation year. ~~Additional evaluations may be needed for the Final SEIS and could identify alternative measures that are deemed preferable to those identified in the Draft SEIS, in which case additional analyses may determine that projected conditions are better than those depicted in the Draft SEIS, or which may identify some deterioration in conditions and potential for previously identified significant adverse impacts that would be unmitigated or partially mitigated.~~

TRANSIT AND PEDESTRIANS

The proposed project would not result in any significant adverse transit impacts by the 2018 Phase 1A completion. However, it would result in significant adverse bus line-haul impacts on the Q19, Q48, and Q66 bus lines and subway line-haul impacts on the No. 7 Subway line by the 2028 Phase 1B completion. It should be noted that this significant adverse line-haul impact on the No. 7 line would not occur until Phase 2 should NYCT be able to process an additional Manhattan-bound express train during the AM peak hour, as assumed in the Draft SEIS. Upon the proposed project's full build-out in 2032, significant adverse transit impacts were identified for the Mets-Willets Point subway station stairs, the No. 7 subway line-haul, and Q19, Q48, and Q66 bus line-haul conditions. In addition, if NYCT reverts back to its pre-CitiField station operating plan for the Mets-Willets Point subway station, which would take place independent of the proposed project, additional interagency coordination is expected to take place to develop the appropriate game-day management strategies. However, additional impacts for the station's street-level connections and the unpaid zone passageway could occur during game days with this reconfiguration. Between the Draft and Final SEIS, no changes to operating plans were announced by NYCT; therefore, any potential changes that may be considered for future implementation will be addressed outside of this environmental review. For purposes of disclosure in this Final SEIS, any impacts that may be attributed to future passage of a reconfigured Mets-Willets Point subway station may potentially be deemed unmitigatable. For pedestrian operations, significant adverse impacts were identified for numerous study area crosswalks during all three analysis years.

To mitigate the 2032 significant adverse stairway impacts, the effective widths of the S-3, S-2, and M-4 stairways would need to be widened. In addition, these stairway widenings would need to be accompanied by an ADA-compliant elevator between the street and mezzanine levels. The feasibility of the stairway widening and elevator installation were ~~will be~~ further evaluated between the Draft and Final SEIS. ~~In the event these mitigation measures are determined to be infeasible, the~~

~~projected significant adverse stairway impacts would be deemed unmitigatable.~~ Specifically, an engineering feasibility study and design schematics were prepared and concluded that the recommended stairway widenings, as well as the installation of an ADA-compliant elevator, would be feasible. It should be noted that the above proposed mitigation measures may be subject to modification due to NYCT's future master plan for the Mets-Willets Point subway station. Any modifications in conformance with the future master plan would provide equivalent functionalities that would similarly mitigate the stairway impacts identified above. Since the projected impacts that prompted the stairway and elevator feasibility study would not occur until Phase 2 of the proposed project, no funding commitments are in place at this time. The City will coordinate with NYCT and the lead agency to ensure the proper mitigation would be implemented at the appropriate time and would add language to the RFP for Phase 2 of the project as well as to the development agreement and/or other legally binding agreements, requiring the designated developer to fund the implementation of this mitigation. Since there are constraints on what service improvements are available to NYCT, the identified significant line-haul capacity impact on the No. 7 line would likely remain unmitigated absent the introduction of new LIRR service to the area. The addition of regular LIRR service to Willets Point would provide substantial relief to the No. 7 subway line and may prevent this significant adverse subway impact from materializing. To address the Q19, Q48, and Q66 bus line-haul impacts under Phases 1B and 2 in 2028 and 2032, respectively, substantial service improvements in terms of frequency of service would be required to meet the projected demand. Recognizing that these improvements may not be operationally viable or adequate in accommodating the projected future demand from developments planned for the District, discussions were initiated with NYCT to explore opportunities to extend existing bus routes from adjacent neighborhoods (e.g., downtown Flushing) and/or creating new bus routes. To accommodate these potential service improvements, new bus stops and layover areas would be needed in and around Willets West and the District. Between the Draft and Final SEIS, additional discussions were initiated with MTA NYCT regarding the potential bus service improvements discussed above. MTA NYCT considered the Q19 westbound loop to serve Willets West and the District to be unfavorable due to its circuitous routing. The MTA Bus Company would consider extending the Q50 and NYCT would consider extending one of the current bus routes terminating in downtown Flushing to Willets West and the District initially. Additional bus route extensions to Willets West and the District would be considered based on future demand. In addition, several conceptual bus routing options were explored to provide the necessary layover areas and stop locations for the potential bus route extensions. MTA NYCT has found the conceptual bus routing options to be generally reasonable and feasible. While no definitive plans have been made at this time, the City and applicant will continue to collaborate with MTA and NYCT ~~during and~~ after this environmental review process to ensure that adequate bus service improvements would be implemented.

To address the significant adverse pedestrian impacts, crosswalk widenings were proposed either solely or in conjunction with the proposed traffic mitigation measures. In some cases, achieving the widening necessary to mitigate the projected significant adverse impacts may not be feasible. Hence, these crosswalk impacts would be either partially mitigated or unmitigated. In addition, related pedestrian analyses ~~will be~~ were prepared for the three intersections (126th Street at 36th Avenue, 126th Street at 37th Avenue, and Northern Boulevard at 126th Place) where additional traffic analyses ~~will~~ were also ~~be~~ conducted and are presented in ~~the~~ this Final EIS. Mitigation measures were recommended where appropriate for the additional three intersections. ~~If additional pedestrian impacts are identified, mitigation measures would be explored to address~~

~~the impacts, or if no practicable mitigation measures can be identified, the impacts would be disclosed as being unmitigatable.~~

It should be noted that pedestrian volumes at some of the impacted crosswalks could be substantially lower if an areawide bus service improvement is implemented, as discussed above. As a result, some of the projected significant adverse pedestrian impacts may not occur or may occur to a lesser extent, requiring no or less mitigation. The reduction of pedestrian volumes at these crosswalk locations could also lessen pedestrian conflicts with turning vehicles, thereby potentially lessening the projected traffic impacts and required traffic mitigation measures. Similar to the proposed traffic mitigation measures, the eventual implementation of the proposed pedestrian mitigation measures would be subject to a monitoring program undertaken by the developer, in consultation with the lead agency and NYCDOT, to determine actual needs upon completion and occupancy of various components during the three phases of the proposed project.

AIR QUALITY

The proposed project would not result in significant adverse impacts on air quality. Therefore, no air quality mitigation is required. Since the proposed traffic mitigation measures would alter traffic conditions when compared with the proposed project, the localized air quality impacts with mitigation were modeled. With traffic mitigation measures, the predicted 8-hour average carbon dioxide concentration increments from mobile sources were predicted to be below the CO *de minimis* concentration, and the PM_{10} 24-hour concentrations when added to the background PM_{10} levels were predicted to be less than the National Ambient Air Quality Standard. $PM_{2.5}$ 24-hour average and annual average concentration increments with the traffic mitigation measures would not exceed the $PM_{2.5}$ *de minimis* criteria. Therefore, no significant adverse air quality impacts would occur as a result of the proposed traffic mitigation measures. ~~above 2 μg/m^3 were predicted. Based on the magnitude, extent, and frequency of 24-hour average $PM_{2.5}$ concentrations above 2.0 μg/m^3, the proposed project with traffic mitigation would not result in significant $PM_{2.5}$ impacts. Furthermore, the maximum predicted 24-hour average concentrations with traffic mitigation when added to the $PM_{2.5}$ background concentration of 26 μg/m^3 would be less than the corresponding NAAQS of 35 μg/m^3.~~

NOISE

The proposed project would not result in any significant adverse noise impacts. Therefore, no noise mitigation measures are required. Since the proposed traffic mitigation measures would alter traffic conditions when compared with the proposed project, noise levels at sensitive receptor locations with the traffic mitigation measures in effect were examined. The analysis of noise levels with the proposed traffic mitigation measures found that noise levels would increase less than 1 dBA with the proposed traffic mitigation measures, which would be considered imperceptible and insignificant according to CEQR criteria.

ALTERNATIVES

NO ACTION ALTERNATIVE

The No Action Alternative assumes the continuation of existing uses on the various portions of the project site. Since this alternative would allow the continued industrial use of the District, it would not allow for development of affordable housing, community facilities, schools, and

public open space. It also would not comprehensively remediate contaminated soils and groundwater, nor provide new sanitary and storm sewers; as a result, there would continue to be degraded water quality and potential impacts to aquatic biota through the continued discharge of wastewater, polluted stormwater, and sediments from the District to the Flushing River, Flushing Bay, and groundwater aquifers. Because the No Action Alternative would not develop new retail and entertainment uses at Willets West and the District, it would not generate the substantial economic and civic benefits resulting from the proposed project in the way of new jobs and tax revenues. Moreover, this alternative would not advance a number of the Downtown Flushing Development Framework's fundamental goals, including the creation of a regional destination that would enhance economic growth in Downtown Flushing and Corona, improvement of environmental conditions, and integration of new development in the District with surrounding amenities. The former Empire Millwork Corporation Building would remain under private ownership in the No Action Alternative and could be demolished as-of-right; mitigation measures such as photographic documentation would not be required.

NO UNMITIGATED SIGNIFICANT IMPACTS ALTERNATIVE

The No Unmitigated Significant Impacts Alternative explores modifications to the proposed project that would avoid the unmitigated significant impacts to historic and cultural resources, traffic, transit, and pedestrians:

- For historic and cultural resources, this alternative would avoid the demolition of the former Empire Millwork Corporation Building that would occur with Phase 2 of the proposed project. Although this could be achieved through adaptive reuse, exterior elements would still need to be upgraded to comply with building codes and noise attenuation requirements, and flood protection measures such as gates or pumps would be required to comply with flood insurance requirements. Overall, this alternative would reduce the footprint of any new development, which would result in greater density in the remainder of the District, fewer housing units, less open space, or some combination of these possibilities. As noted above, the former Empire Millwork Corporation Building could be demolished as-of-right under existing conditions, and mitigation measures such as photographic documentation would not be required.
- For traffic, the proposed project and the potential future development on Lot B would result in significant adverse impacts that cannot be fully alleviated with practical mitigation measures. Because of existing congestion at a number of intersections, even a minimal increase in traffic would result in unmitigated impacts. Based on a sensitivity analysis of intersections within the study area, it was determined that in all three phases of the proposed project, the addition of five or fewer vehicles through some intersections would trigger an impact that cannot be fully mitigated. Thus, almost any new development at the project site would result in unmitigated traffic impacts, and no reasonable alternative could be developed to avoid such impacts.
- For transit, the proposed project and potential future development on Lot B would result in significant adverse subway line-haul impacts on the Manhattan-bound No.7 subway line express service during the 2028 and 2032 AM peak periods and on station operations at the Mets-Willets Point subway station under the 2018, 2028, and 2032 With Action conditions. Should NYCT revert back to its pre-CitiField station operating plan for the Mets-Willets Point subway station, the significant adverse impacts on station operations may potentially be deemed unmitigatable. Although the City had consulted with the MTA on extending

regular LIRR service to Willets Point, which would be expected to provide substantial relief to the No. 7 subway line and may prevent this significant adverse subway impact from materializing, the implementation of the LIRR service improvement would depend on whether the actual future demand shows that such service improvement is warranted. It should be noted that this significant adverse line-haul impact on the No. 7 line would not occur until Phase 2 should NYCT be able to process an additional Manhattan-bound express train during the AM peak hour, as assumed in the Draft SEIS. To avoid this potentially unmitigatable impact, portions or all of Phase 1B and Phase 2 of the proposed project and the potential future development on Lot B would need to be eliminated from the current development plan. Almost any new development at the project site would result in the potentially unmitigatable impact on station operations at the Mets-Willets Point subway station, and no reasonable alternative could be developed to avoid such impacts without substantially compromising the proposed project's stated goals.

- For pedestrians, the proposed project and potential future development on Lot B would result in significant adverse impacts at ~~five~~ seven study area crosswalks upon Phase 1A completion in 2018, five study area crosswalks upon ~~and~~ Phase 1B completion in 2028, and seven study area crosswalks upon the Phase 2 full-build out in 2032. ~~2018 and 2028, respectively, and at eight study area crosswalks upon the Phase 2 full build out in 2032.~~ No reasonable alternative could be developed to avoid these impacts without substantially compromising the proposed project's stated goals.

UNAVOIDABLE ADVERSE IMPACTS

INTRODUCTION

Unavoidable significant adverse impacts are defined as those for which there are no reasonably practicable mitigation measures to eliminate the impacts; and there are no reasonable alternatives to the proposed project that would meet the purpose and need of the action, eliminate the impact, and not cause other or similar significant adverse impacts.

As described in "Mitigation," a number of the potential impacts identified for the proposed project could be mitigated. However, as described below, in some cases, project impacts would not be fully mitigated.

HISTORIC AND CULTURAL RESOURCES

Phase 2 of the proposed project contemplates demolition of the former Empire Millwork Corporation Building, located at 128-50 Willets Point Boulevard in the Special Willets Point District. Demolition of this building would constitute a significant adverse impact on this historic resource. A developer for Phase 2 has not yet been selected, and QDG may or may not be selected as the designated developer for Phase 2. Before the development of Phase 2, the selected developer will consult with OPRHP and LPC to evaluate any remaining potential alternatives to demolition. If none are identified, measures to mitigate this adverse impact would be developed in consultation with OPRHP and LPC. The mitigation measures could include recording the building through a HABS-level photographic documentation and accompanying narrative. However, this impact would not be completely eliminated, as the resource would still be demolished. Therefore, consistent with the conclusions of the 2008 FGEIS, the demolition would constitute an unavoidable significant adverse impact on this historic resource as a result of the proposed project.

TRANSPORTATION

Traffic and Parking

The proposed project would result in unmitigated impacts at local intersections and highway elements within the traffic study area and partially mitigated impacts at other locations. Not all of the unmitigated impact locations would occur in all seven traffic analysis periods. This section summarizes the unmitigated and partially mitigated locations based on the mitigation measures described in "Mitigation."

Local Intersections

Under Phase 1A, ~~8~~ 13 of the ~~29~~ 32 intersections analyzed would have significant impacts that could not be fully mitigated in at least one peak hour, including:

- Astoria Boulevard at 108th Street;
- Northern Boulevard at 126th Street, Prince Street and at Main Street;
- Roosevelt Avenue at 108th Street, 114th Street, 126th Street, College Point Boulevard, and Union Street; ~~and~~
- 126th Street at 34th Avenue, 36th Avenue, and 37th Avenue; and
- Boat Basin Road at Stadium Road.

Under Phase 1B, ~~14~~ 18 of the ~~30~~ 33 intersections analyzed (there is one additional intersection analyzed in the study area under Phase 1B) would have significant impacts that could not be fully mitigated in at least one peak hour, including the following locations in addition to those cited above for Phase 1A (Note: the intersection of Roosevelt Avenue at 108th Street, which could not be fully mitigated in Phase 1A, could be fully mitigated in Phase 1B):

- Northern Boulevard at Union Street and at Parsons Boulevard;
- ~~34th Avenue at 126th Street;~~
- Roosevelt Avenue at 111th Street, at Main Street, and at Parsons Boulevard; and
- Sanford Avenue at Parsons Boulevard.

Under Phase 2, ~~18~~ 23 of the ~~31~~ 34 intersections analyzed (there is one more intersection analyzed in the study area under Phase 2) would have significant impacts that could not be fully mitigated in at least one peak hour, including the following locations in addition to those cited above for Phase 1B:

- Northern Boulevard at 108th Street and at 114th Street;
- Roosevelt Avenue at ~~114th~~ 108th Street and Prince Street; and
- Northern Boulevard at College Point Boulevard.

Highway Network

Under Phase 1A, 6 of the 19 highway elements analyzed would have significant impacts that could not be fully mitigated in at least one peak hour, including:

- Westbound Grand Central Parkway (GCP) mainline (east side and west side), between Roosevelt Avenue and the Long Island Expressway (LIE);
- ~~Southbound Whitestone Expressway mainline between Northern Boulevard and Linden Place;~~ Southbound Van Wyck Expressway between Roosevelt Avenue and LIE;

- Ramp from the northbound Whitestone Expressway to the southbound Van Wyck Expressway;
- Ramp from the Grand Central Parkway/eastbound Astoria Boulevard to the northbound Whitestone Expressway/eastbound Northern Boulevard; and
- Ramp from the southbound Whitestone Expressway to westbound Northern Boulevard.

~~There would be additional highway locations that would be slightly or moderately impacted due to the implementation of mitigation measures at local intersections and highway ramps. In Phase 1A, the eastbound GCP mainline between Roosevelt Avenue and the LIE would be slightly impacted and unmitigated during one of the seven peak traffic analysis hours.~~

Under Phase 1B, ~~10~~ 11 of the 19 analyzed highway elements would have significant traffic impacts that could not be fully mitigated in at least one peak hour, including the following locations in addition to those cited under Phase 1A (Note: the ramp from the northbound Whitestone Expressway to the southbound Van Wyck Expressway, which could not be fully mitigated in Phase 1A, could be fully mitigated in Phase 1B):

- Northbound Van Wyck Expressway mainline between Roosevelt Avenue and the LIE;
- Southbound Whitestone Expressway mainline between Northern Boulevard and Linden Place;
- Ramp from the northbound Van Wyck Expressway to eastbound Northern Boulevard;
- Ramp from the northbound Van Wyck Expressway to westbound Northern Boulevard;
- Ramp from westbound Northern Boulevard to the southbound Van Wyck Expressway; and
- Ramp from the westbound GCP toward Stadium Road and the northbound Whitestone Expressway.

~~As mentioned above for Phase 1A,~~ In Phase 1B there would be additional highway locations that would be slightly or moderately impacted due to the implementation of mitigation measures at local intersections and highway ramps, including the following ~~in addition to the one location cited above for Phase 1A~~:

- Eastbound Grand Central Parkway mainline between Roosevelt Avenue and the LIE;
- Southbound Van Wyck Expressway mainline between Roosevelt Avenue and the LIE;
- Southbound Whitestone Expressway mainline between Northern Boulevard and Linden Place; and
- Ramp from World's Fair Marina/Boat Basin Road to the westbound Grand Central Parkway.
- ~~Ramp from the northbound Whitestone Expressway to the southbound Van Wyck Expressway; and~~
- ~~Ramp from westbound Northern Boulevard to the southbound Van Wyck Expressway.~~

Under Phase 2, the same 11 of the 19 analyzed highway elements would have significant impacts that could not be fully mitigated in at least one peak hour as in Phases 1A and 1B above. ~~, including the following location in addition to those cited for Phases 1A and 1B:~~

- ~~Southbound Van Wyck Expressway mainline between Roosevelt Avenue and the LIE.~~

As mentioned above for Phases 1A and 1B, in Phase 2 there would be additional highway locations that would be slightly or moderately impacted due to the implementation of mitigation

measures at local intersections and highway ramps, including the following in addition to locations cited above for Phase~~s 1A and~~ 1B:

- Westbound Grand Central Parkway mainline (east side), between Roosevelt Avenue and the LIE~~,~~;
- Northbound Whitestone Expressway mainline between Northern Boulevard and Linden Place;
- Ramp from World's Fair Marina/Boat Basin Road to the westbound GCP; and
- Ramp from the northbound Whitestone Expressway to the southbound Van Wyck Expressway~~,~~;
- Ramp from the southbound Whitestone Expressway to the westbound GCP; and
- Ramp from westbound Northern Boulevard to the southbound Van Wyck Expressway.

~~Some intensive mitigation measures would be required to partially or fully mitigate significant impacts at several locations. If these measures are not implemented, and equivalent mitigation measures are not identified, the number or severity of unmitigated impacts would increase.~~

TRANSIT AND PEDESTRIANS

The proposed project would potentially result in unmitigated significant adverse impacts on station operations at the Mets-Willets Point subway station under the 2018, 2028, and 2032 With Action conditions, subway line haul operations for the No. 7 line under the 2032 With Action condition, and street level pedestrian facility operations under the 2018, 2028, and 2032 With Action conditions. Not all of these potentially unmitigated impacts would occur in all analysis time periods. This section summarizes the potentially unmitigated and partially mitigated locations; for additional information, see "Mitigation."

Subway Station Operations

Under Phase 2, the proposed project would result in significant adverse impacts on the S-3, S-2, and M-4 stairways located on the north side of Roosevelt Avenue, requiring stairway widenings and the installation of an ADA-compliant elevator between the street and mezzanine levels. The feasibility of the stairway widening and elevator installation were ~~will be~~ further evaluated between the Draft and Final SEIS. ~~In the event these mitigation measures are determined to be infeasible, the projected significant adverse stairway impacts would be deemed unmitigatable.~~ Specifically, an engineering feasibility study and design schematics were prepared and concluded that the recommended stairway widenings, as well as the installation of an ADA-compliant elevator, would be feasible. It should be noted that the above proposed mitigation measures may be subject to modification due to NYCT's future master plan for the Mets-Willets Point subway station. Any modifications in conformance with the future master plan would provide equivalent functionalities that would similarly mitigate the stairway impacts identified above. Since the projected impacts that prompted the stairway and elevator feasibility study would not occur until Phase 2 of the proposed project, no funding commitments are in place at this time. The City will coordinate with NYCT and the lead agency to ensure the proper mitigation would be implemented at the appropriate time and would add language to the RFP for Phase 2 of the project as well as to the development agreement and/or other legally binding agreements, requiring the designated developer to fund the implementation of this mitigation.

In addition, NYCT may revert back to its pre-CitiField station operating plan for the Mets-Willets Point subway station, whereby passage through the station between parking in South

Lot/Lot D and the north side of Roosevelt Avenue could be made only within the unpaid zone. If NYCT decides to proceed with this plan, which would take place independent of the proposed project, additional impacts for the station's street-level connections and the unpaid zone passageway could occur during game days. Although these impacts would be intermittent, occurring on average only approximately 80 ~~40 to 50~~ times a year, and subject to game-day traffic and pedestrian management, they may potentially be deemed unmitigatable. No changes to operating plans were announced by NYCT between the Draft and Final Supplemental Environmental Impact Statements; therefore, any potential changes that may be considered for future implementation will be addressed outside of this environmental review.

Subway Line Haul

Under Phase 1B and Phase 2, the proposed project would result in a significant adverse impact on the Manhattan-bound No. 7 subway line express service during the AM peak period. It should be noted that this significant adverse line-haul impact on the No. 7 line would not occur until Phase 2 should NYCT be able to process an additional Manhattan-bound express train during the AM peak hour, as assumed in the Draft SEIS. The addition of regular LIRR service to Willets Point would provide substantial relief to the No. 7 subway line and may prevent this significant adverse subway impact from materializing. Since there are constraints on what service improvements are available to NYCT, the identified significant line-haul capacity impact on the No. 7 line would likely remain unmitigated absent the introduction of new LIRR service to the area.

Pedestrians

Under Phases 1A and 1B, widening the east crosswalk of Northern Boulevard and 126th Street could fully mitigate the significant adverse impact during all peak periods. However, if the proposed widening was determined to be infeasible, the projected significant adverse impacts at this crosswalk would be either partially mitigated or unmitigated.

Under Phase 2, widening the east crosswalk of Northern Boulevard and 126th Street, the west crosswalk of Roosevelt Avenue and 126th Street, and the east crosswalk of 34th Avenue and 126th Street could fully mitigate the significant adverse impacts during all peak periods. However, if the proposed widenings were determined to be infeasible, the projected significant adverse impacts at these crosswalks would be either partially mitigated or unmitigated.

In addition, related pedestrian analyses ~~will be~~ were prepared for the three intersections (126th Street at 36th Avenue, 126th Street at 37th Avenue, and Northern Boulevard at 126th Place) where additional traffic analyses ~~will~~ were also be conducted and are presented in ~~the~~ this Final SEIS. Mitigation measures were recommended where appropriate for the additional three intersections and would not result in any additional unmitigatable impacts. ~~If additional pedestrian impacts are identified, mitigation measures would be explored to address the impacts, or if no practicable mitigation measures can be identified, the impacts would be disclosed as being unmitigatable.~~

GROWTH-INDUCING ASPECTS OF THE PROPOSED PROJECT

Growth-inducing aspects of the proposed project are "secondary" impacts from the project that could trigger additional development in areas outside of the project site that would not have occurred without the proposed project. The *CEQR Technical Manual* indicates that an analysis of the growth-inducing aspects of a proposed action is appropriate when an action either adds

substantial new land use, new residents, or new employment that could induce additional development of a similar kind or of support uses, such as retail establishments to serve new residential uses; and/or introduces or greatly expands infrastructure capacity.

While the uses proposed for Willets West and the Special Willets Point District would contribute to growth in the local Queens, City, and State economies, they would not be expected to induce notable growth outside of the project site and the anticipated development on Lot B. It is unlikely that the proposed project and potential future development on Lot B would alter land use patterns in surrounding neighborhoods. Given the recent trend to redevelop underutilized sites near the Flushing River waterfront, it is possible that the proposed project and new development on Lot B could encourage further redevelopment of some nearby underutilized sites along the Flushing River. However, given that such changes are already under way, potential development parcels are limited, and the project site is physically separated from surrounding neighborhoods by water bodies, roadways, and parkland, the ability of the proposed project to alter land use and economic patterns or induce substantial growth in the study area would be minimal.

Substantial infrastructure and roadway improvements would be provided as part of the proposed project. The infrastructure and roadway improvements included in the proposed project are intended to support the anticipated growth in the Willets West and District portions of the project site, as well as the potential future development of Lot B. The infrastructure in the study area is already well-developed such that improvements associated with the proposed project would not induce additional growth.

IRRETRIEVABLE AND IRREVERSIBLE COMMITMENT OF RESOURCES

There are a number of resources, both natural and built, that would be expended in the construction and operation of the proposed project. These resources include the building materials used in construction of the proposed project; energy in the form of gas and electricity consumed during construction and operation of the proposed project; and the human effort required to develop, construct, and operate various components of the proposed project. They are considered irretrievably committed because their reuse for some purpose other than the proposed project would be highly unlikely. The proposed project constitutes a commitment of the project site as a land resource, thereby rendering the land's use for other purposes infeasible. However, the transformation of surface parking lots and a largely underutilized site with substandard conditions and substantial environmental degradation into a lively, mixed-use, sustainable community and regional destination would be an improvement to the District and areas surrounding CitiField. ✷