

# **HALLETTS NORTH**

## **DRAFT**

### **SCOPE OF WORK FOR AN ENVIRONMENTAL IMPACT STATEMENT**

**CEQR NO. 21DCP138Q**

**ULURP NOS. Pending**

**February 19, 2021**

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#### **A. INTRODUCTION**

This scope of work outlines the technical areas to be analyzed in the preparation of an Environmental Impact Statement (EIS) for the Halletts North project. The Applicant, Astoria Owners, LLC, is seeking a zoning map amendment, a zoning text amendment, a City Map amendment, a waterfront special permit, waterfront authorizations, and a waterfront certification by the New York City Planning Commission (CPC) Chairperson (collectively, “the Proposed Actions”) affecting an approximately 3.8-acre site in the Astoria neighborhood of Queens Community District 1.

The Proposed Actions would facilitate a proposal by the Applicant to develop a new approximately 1,044,452 gross square foot (gsf) mixed-use development (“Proposed Project”) on approximately 164,392 sf of lot area (the “Development Site”). The Proposed Project would be comprised of approximately 1,400 dwelling units (DUs) (approximately 1,031,117 gsf of residential area), of which 350 DUs would be affordable; approximately 3,590 gsf of local retail space; approximately 9,745 gsf of community facility space; 525 accessory parking spaces; and 41,363 sf of publicly accessible open space. The anticipated Build Year is 2031.

The proposed zoning map amendment would rezone the Development Site (Block 911, Lot 1) and one additional site not under the control of the Applicant (Block 911, Lot 49). Together, these lots comprise approximately 199,245 sf (the “Project Area”). This site is anticipated to be redeveloped with a 219,296 gsf building containing 265 DUs (of which 66 would be affordable), approximately 15,000 gsf of commercial retail uses, and 115 accessory parking spaces.

This document provides a description of the Proposed Actions and resultant proposed development, and includes task categories for all technical areas to be analyzed in the EIS.

#### **B. REQUIRED APPROVALS AND REVIEW PROCEDURES**

The Proposed Actions would require several City Planning Commission (CPC) approvals. Some of these are discretionary actions requiring review under the Uniform Land Use Review Procedure (ULURP) and the City Environmental Quality Review (CEQR) process; others are ministerial.

The Proposed Project would require approval of discretionary actions by the CPC, including:

- Zoning Map Amendment to rezone the Project Area from an M1-1 to an R7-3/C2-4 district (Zoning Map 9a);

- Zoning Text Amendment to modify Appendix F of the Zoning Resolution (ZR) to include the Rezoning Area as a Mandatory Inclusionary Housing Area (MIHA);
- Waterfront Special Permit to waive height and setback regulations (ZR 62-837(a));
- Waterfront Authorization to modify requirements within the waterfront public access area (ZR 62-822(b));
- Waterfront Authorization for phased developments (ZR 62-822(c)).
- A City Map amendment to eliminate 3<sup>rd</sup> Street between 26<sup>th</sup> Avenue and the waterfront.

Development of the Proposed Project requires approvals from the CPC for the following ministerial action:

- A certification by the Chairperson of the City Planning Commission (CPC) pursuant to ZR § 62-811 pertaining to the provision of waterfront public access areas and visual corridors (not subject to ULURP).

#### **Additional Actions - Not Subject to City Planning Commission Approval**

As a portion of the Development Site falls within a New York State Department of Environmental Conservation (NYSDEC)-regulated wetland adjacent area, the Proposed Project will require approvals from NYSDEC and the U.S. Army Corps of Engineers (USACE) for the proposed shoreline hardening measures required to raise the site. In addition, a new stormwater outfall is proposed to be located at 3<sup>rd</sup> Street to enable direct discharge of stormwater flows into the East River. The outfall would be permitted by NYSDEC and USACE, and the stormwater generated on-site would be treated for water quality prior to discharge. Additionally, a State Pollution Discharge Elimination System (SPDES) permit from the NYSDEC will be required for stormwater discharges during the construction period because construction on the Development Site involves more than one acre.

#### **City Environmental Quality Review (CEQR) and Scoping**

The Proposed Actions are classified as Type I, as defined under 6 NYCRR 617.4 and 43 RCNY 6-15, subject to environmental review in accordance with CEQR guidelines. An Environmental Assessment Statement (EAS) was completed on February 19, 2021. The New York City Department of City Planning (DCP), acting as lead agency on behalf of the City Planning Commission, has determined that the Proposed Actions would have the potential for significant adverse impacts, thus requiring that an Environmental Impact Statement (EIS) be prepared.

This Draft Scope of Work (Draft Scope) for the preparation of a DEIS contains a description of the Proposed Actions and the tasks that would be undertaken to analyze the potential environmental impacts of the Proposed Actions and associated Proposed Project. The issuance of the Draft Scope marks the beginning of the public comment period. The scoping process allows the public a voice in framing the scope of the DEIS. The scoping document sets forth the analyses and methodologies that will be utilized to prepare the DEIS. During the public comment period, those interested in reviewing the Draft Scope may do so and give their comments to the lead agency. The public, interested agencies, and elected officials, are invited to comment on the Draft Scope, either in writing or orally, at the public scoping meeting.

In accordance with SEQRA and CEQR, this Draft Scope of Work has been distributed for public review. A public scoping meeting has been scheduled for March 22, 2021 at 2:00 PM, and the period for submitting written comments will remain open until Thursday, April 2, 2021. In support of the City's efforts to contain the spread of COVID-19, DCP will hold the public scoping meeting remotely. Instructions on how to view and participate, as well as materials relating to the meeting, will be available at the DCP Scoping Documents webpage (<https://www1.nyc.gov/site/planning/applicants/scopingdocuments.page>) and NYC Engage website (<https://www1.nyc.gov/site/nycengage/index.page>) in advance of the meeting.

Comments received during the Scoping Meeting and written comments received up to ten days after the meeting will be considered and incorporated, as appropriate, into the Final Scope of Work (Final Scope). The Final Scope will incorporate all relevant comments made on the Draft Scope and revise the extent or methodologies of the studies, as appropriate, in response to comments made during the CEQR scoping process. The DEIS will be prepared in accordance with the resulting Final Scope.

Once the lead agency is satisfied that the DEIS is complete, the document will be made available for public review and comment. The DEIS will accompany the Uniform Land Use Review Procedure (ULURP) application through the public hearings at the Community Board and City Planning Commission (CPC). A public hearing will be held on the DEIS in conjunction with the CPC hearing on the ULURP applications to afford all interested parties the opportunity to submit oral and written comments. The record will remain open for 10 days after the public hearing to allow additional written comments on the DEIS. At the close of the public review period, a Final EIS (FEIS) will be prepared that will incorporate all substantive comments made on the DEIS, along with any revisions to the technical analysis necessary to respond to those comments. The FEIS will then be used by the decision makers to evaluate CEQR findings, which address project impacts and proposed mitigation measures, before deciding whether to approve the requested discretionary actions.

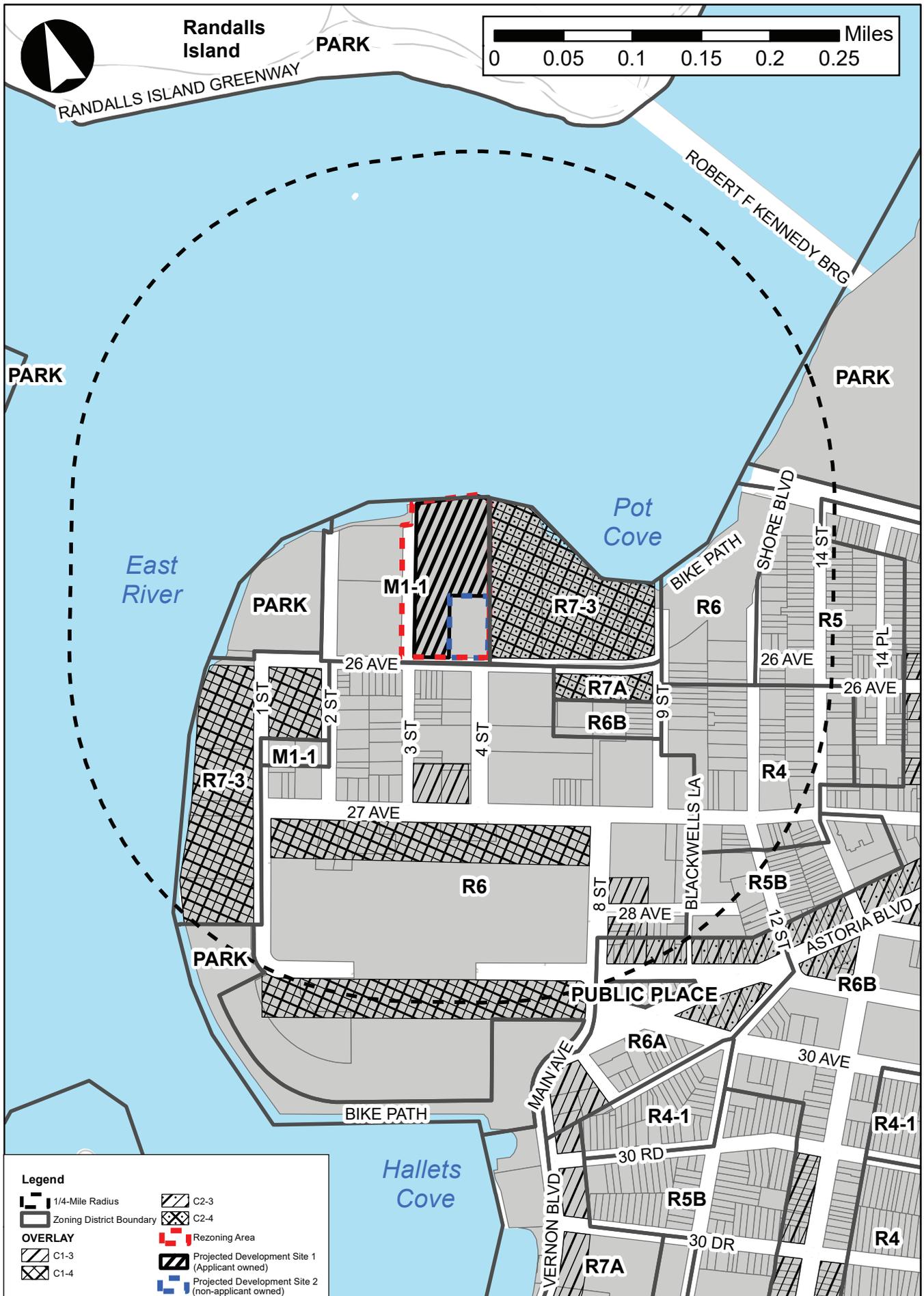
## **B. EXISTING CONDITIONS**

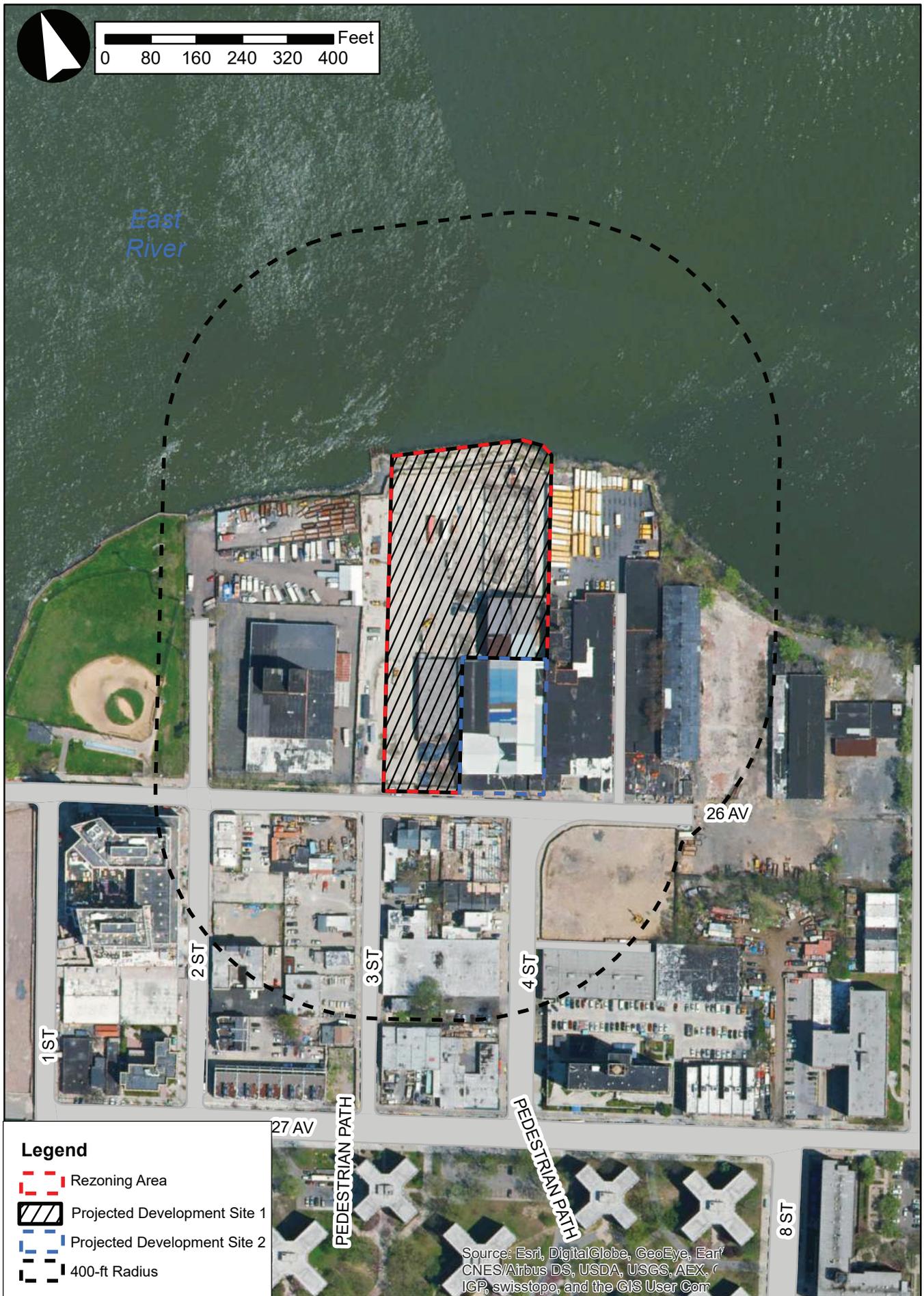
The decline of the New York City industrial/manufacturing sector during the past three decades has left many properties in this part of Queens vacant or underutilized. While the industrial sector has declined, residential populations in adjacent communities have substantially increased, leading to greater housing demand.

### ***Proposed Rezoning Area***

The Applicant-owned Development Site at 3-15 26<sup>th</sup> Avenue (Queens Block 911, Lot 1) is an irregularly-shaped lot with approximately 128 feet of frontage along 26<sup>th</sup> Avenue, approximately 581 feet of frontage along 3rd Street, and approximately 306 feet of frontage along the waterfront. The approximately 164,392 sf Development Site is currently zoned M1-1 (see **Figure 1**, "Zoning Map"). As shown in **Figure 2**, "Aerial Photo," the Development Site contains a vacant former industrial site. Third Street, north of 26<sup>th</sup> Avenue, is a privately owned mapped street but currently unbuilt and is considered part of the Development Site.

The site located at 3-17 26<sup>th</sup> Avenue (Queens Block 911, Lot 49) is not under the control of the Applicant. Block 911, Lot 49 is approximately 34,853 sf and has approximately 151 feet of frontage along 26<sup>th</sup> Avenue. The site is currently zoned M1-1. As shown in **Figure 2**, Block 911, Lot 49 currently contains a vacant two-story 28,750 gsf warehouse building.





## C. PURPOSE AND NEED FOR THE PROPOSED ACTIONS

The Proposed Actions, according to the Applicant, are intended to provide opportunities for new residential and commercial development, as well as enhancement and upgrade of the waterfront area to provide waterfront access. The Applicant believes that the Proposed Actions would create opportunities for new housing development, including affordable housing, on underutilized and vacant land formerly used for manufacturing, where there is no longer a concentration of industrial activity and where strong demand for housing exists.

The proposed zoning map change on the Project Area is required to permit construction of the proposed development. This would allow the redevelopment of a former waterfront industrial site into an economically integrated mix of residential and local retail uses consistent with the redevelopment of nearby waterfront sites to the west and east, and complementary to the existing neighborhood to the south and east. Thus, the Proposed Actions would allow the Applicant to maximize use of its property, while producing new waterfront development.

In addition, the Applicant believes that the Proposed Actions would significantly advance the City's Comprehensive Waterfront Plan by facilitating the redevelopment of the area's inaccessible waterfront, and completing the street grid in this area of Astoria. As noted below, the Proposed Actions would allow the Applicant to demap and build out the segment of 3<sup>rd</sup> Street north of 26th Avenue for improved public vehicular and pedestrian circulation. Thus, the Proposed Actions would allow for the creation of physical and visual access to the waterfront, including a publicly accessible waterfront esplanade.

The proposed waterfront special permit for modification of height and setback requirements are needed in order to redistribute floor area across the entire Development Site, thereby creating a site plan and building layout and design that, according to the Applicant, is superior to what would be allowed as-of-right under the proposed zoning district. The proposed modification of waterfront access requirements would serve to facilitate an improved open space plan compared to what could be developed as-of-right.

## D. DESCRIPTION OF THE PROPOSED ACTIONS

### *Proposed Zoning Map Changes*

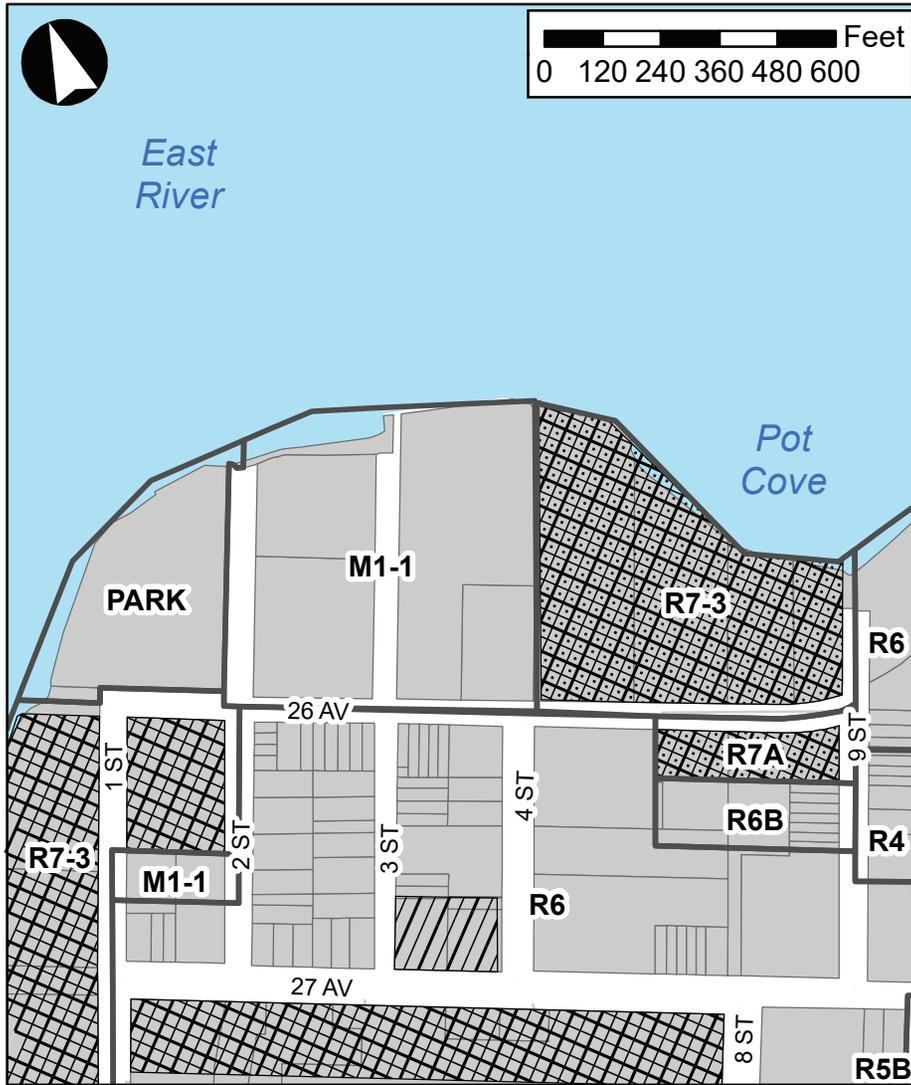
The Proposed Actions includes an amendment of the City's zoning map to rezone the Project Area from the existing M1-1 district to a R7-3 district with a C2-4 commercial overlay, as illustrated in **Figure 3**. The proposed zoning district would allow residential uses in the entire rezoning area, which are prohibited under the existing M1-1 zoning within the Project Area. It would also allow a wider range of commercial uses through the mapping of the C2-4 commercial overlay.

#### From M1-1 to R7-3

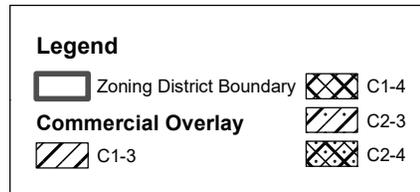
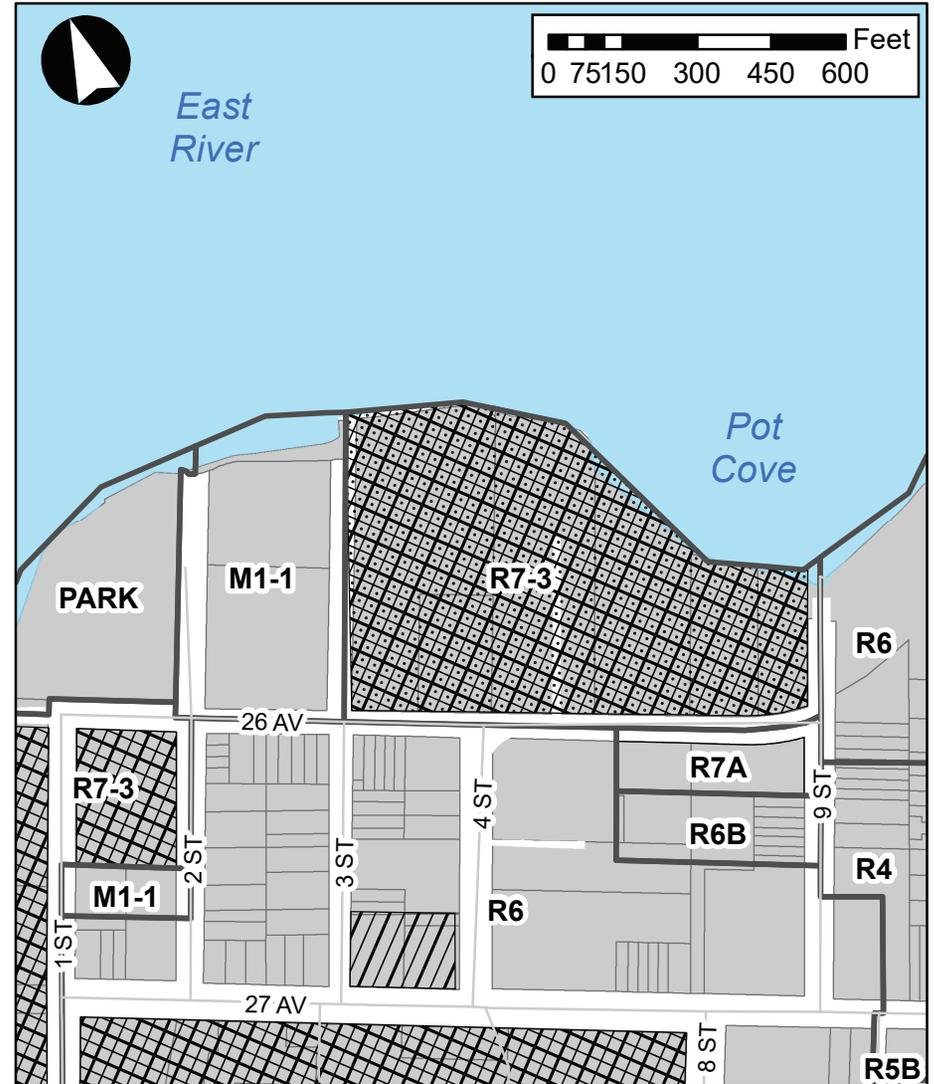
The existing low-density M1-1 zoning designations in the proposed rezoning area would be replaced with a R7-3 residential zoning district, which would allow residential development. The proposed rezoning area is located adjacent to an existing R7-3/C2-4 zoning district (see **Figure 3**); therefore, the proposed zoning map change would extend residential zoning with similar districts.

The existing M1-1 zoning is a light manufacturing district with high performance standards that permits Use Groups 5-14, 16 and 17 as-of-right, and has a maximum FAR of 1.0 for commercial and industrial uses.

Existing Zoning M1-1



Proposed Zoning R7-3/C2-4



Certain community facility uses (Use Group 4) such as houses of worship and schools are also allowed in M1-1 districts up to an FAR of 2.4. Residential uses are not permitted. M1-1 zoning districts typically act as buffers between M2 and M3 heavy manufacturing zoning districts and adjacent residential or commercial zoning districts.

As shown in **Figure 3**, the proposed R7-3 zoning district would be mapped over the entire Project Area on Block 911, Lots 1 and 49. R7-3 is a medium-density residential district, which permits Use Groups 1 through 4 as-of-right and permits a maximum FAR of 6.0 with the Mandatory Inclusionary Housing Program for residential uses and permits a maximum FAR of 5.0 for community facility uses on waterfront blocks.

#### C2-4 Commercial Overlays

A C2-4 commercial overlay is proposed to be mapped on the entirety of the rezoning area. C2 commercial overlays are mapped along streets within residential districts that serve the local retail needs of the surrounding residential neighborhood. Typical retail uses include grocery stores, restaurants, and beauty parlors. C2 districts permit a slightly wider range of uses than C1 districts, such as funeral homes and repair services. In R7-3 districts, C2 commercial overlays permit ground floor retail uses up to 2.0 FAR in mixed residential/commercial buildings; buildings without residential uses would also be allowed 2.0 FAR of commercial uses. The proposed C2-4 commercial overlay would allow for local retail development in the area.

#### **Proposed Zoning Text Amendments**

The Applicant is proposing to map the proposed rezoning area as a Mandatory Inclusionary Housing (MIH) Area (Options 1 or 2) by creating a new map for Queens Community District 1 in Appendix F of the New York City Zoning Resolution. An MIH Area requires affordable housing to be provided equivalent to either 25 percent (60% of Area Median Income, or AMI) or 30 percent (80% AMI) of the residential floor area developed. The MIH Area sets a new maximum permitted residential FAR which supersedes the FAR permitted by the underlying zoning district. With both the designation of the proposed rezoning area as an MIH Area and its rezoning to R7-3/C2-4, the maximum permitted FAR within the proposed rezoning area would be 6.0. Mapping of the MIH Area would facilitate development of approximately 350 affordable housing units on the Development Site, as the Applicant would provide affordable housing equivalent to 25 percent of the residential floor area pursuant to MIH Option 1.

#### **City Map Amendment**

The Proposed Actions involves a change to the City Map, including the elimination of 3<sup>rd</sup> Street between 26<sup>th</sup> Avenue and the waterfront. Third Street, north of 26<sup>th</sup> Avenue, is a privately owned mapped street but currently unbuilt and is considered part of the Development Site. As a result of the proposed mapping action, 3<sup>rd</sup> Street would be demapped but would be built out to provide public access to the proposed development as well as to the proposed waterfront esplanade. Third Street would function as a two-way public right-of-way for vehicular and pedestrian traffic. Third Street would have a width of 50 feet, including a 22-foot travel way and two 13'-6" sidewalks. New infrastructure to support the Proposed Project would be placed within 3<sup>rd</sup> Street. The proposed new sidewalks and street would connect the proposed new development with the surrounding neighborhood and allow for pedestrian and vehicle use.

### **Waterfront Special Permits**

The Proposed Project would require a waterfront special permit to modify height and setback regulations. A special permit pursuant to ZR 62-837(a) would allow for the granting of waivers for height and setback regulations for a development on a zoning lot within a waterfront block. This is being requested in order to achieve, according to the Applicant, a better site plan and an enhanced relationship between the Development Site, streets, open space and the waterfront.

### **Waterfront Authorizations and Certifications**

The Proposed Project would require an authorization pursuant to ZR 62-822 (b) and ZR 62-822 (c) to modify requirements within the waterfront public access area and for phased development of the waterfront public access area, as modified by the above-referenced authorizations. In addition, the Applicant would seek certification by the CPC Chairperson for compliance with waterfront public access and visual corridor requirements, as modified by the above-referenced authorizations, pursuant to ZR §62-811 (a ministerial action). The proposed authorizations and certification would allow, according to the Applicant, development of a waterfront public access area that is superior in access, layout and amenities that will substantially add to the public use and enjoyment of the waterfront.

## **E. DESCRIPTION OF THE PROPOSED PROJECT**

The Applicant is proposing several actions to facilitate a new mixed-use, predominantly residential, development on the Development Site. The Proposed Actions described above will facilitate a new approximately 1,044,452 gsf mixed-use development on approximately 164,392 sf of lot area. It is expected that the Proposed Project would include the following components:

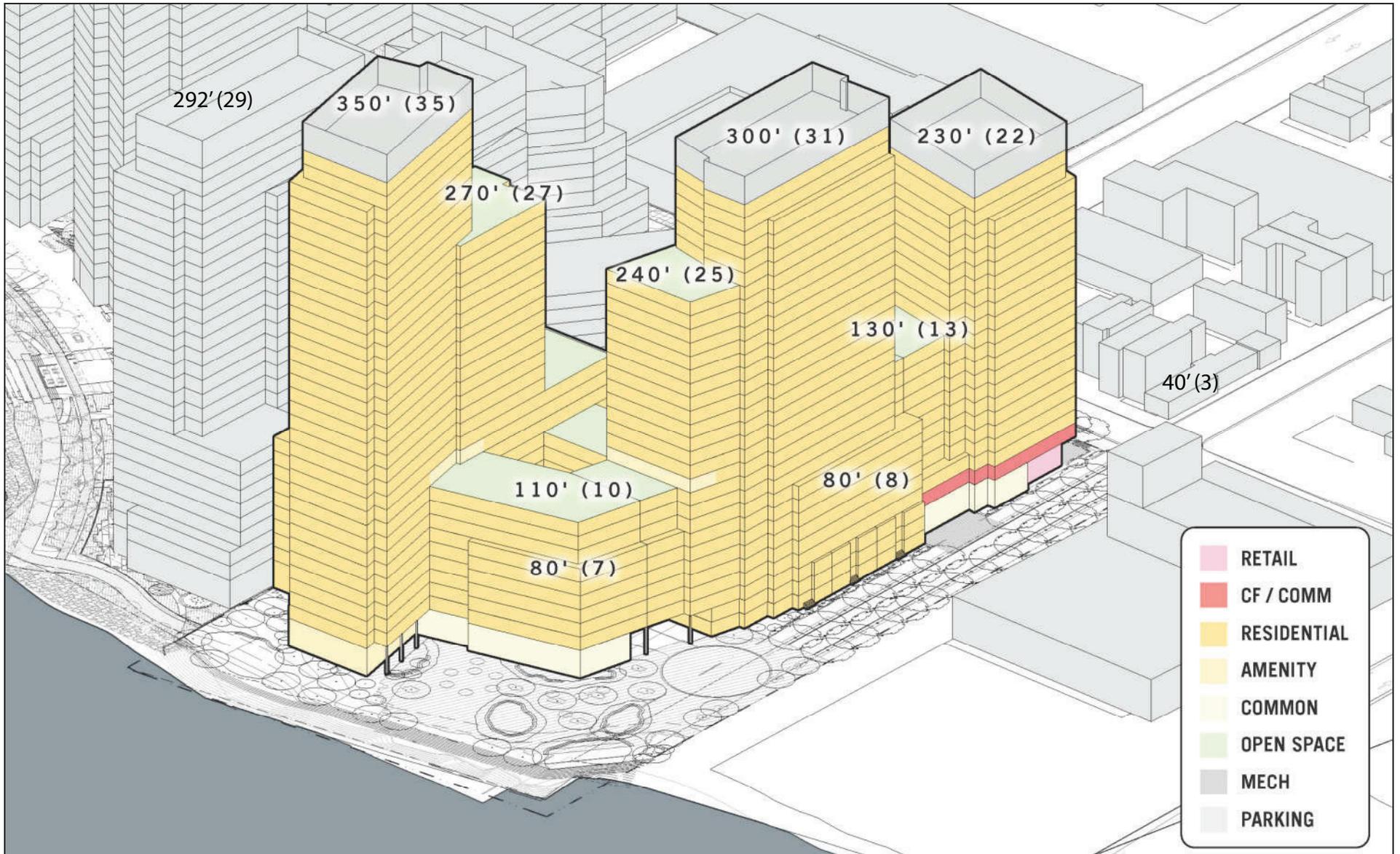
- Up to approximately 1,031,117 gsf of residential uses, comprising a total of approximately 1,400 DUs, of which 350 DUs would be affordable;
- Approximately 3,590 gsf of local retail space;
- Approximately 9,745 gsf of community facility space;
- Approximately 525 accessory parking spaces;
- Approximately 41,363 sf (0.95 acres) of publicly accessible open space.

In conjunction with the Proposed Project, the portion of 3<sup>rd</sup> Street between 26<sup>th</sup> Avenue and the waterfront, would be built out to provide public vehicular and pedestrian access to the Proposed Project and the waterfront (see **Figure 4**).

**Figure 5** provides a preliminary site plan for the Proposed Project. As shown in this preliminary plan, the Proposed Project would be accessible via entrances/exits on the north side of 26<sup>th</sup> Avenue and the east side of 3<sup>rd</sup> Street. As shown in **Figure 5**, the Proposed Project would be comprised of three towers located along the waterfront north of 26<sup>th</sup> Avenue.

The Proposed Project would include approximately 41,363 sf (0.95 acres) of publicly accessible open space, which would include a waterfront esplanade that would run along the entire length of the Development Site, providing multi-layered active and passive recreation space (see **Figure 5**).





Source: Studio V Architecture, PLLC

**Figure 5** provides preliminary massing diagrams. As illustrated in the figure, the buildings comprising the Proposed Project will range in height from 22-stories on the southern portion of the Development Site to a maximum of 35-stories on the waterfront. The Proposed Project would have a podium height of 110 feet that would be topped with three towers ranging in heights between 230 feet and 350 feet.

Parking for the Proposed Project would be above-grade and accessed via 3<sup>rd</sup> Street and 26<sup>th</sup> Avenue.

## **F. ANALYSIS FRAMEWORK AND REASONABLE WORST-CASE DEVELOPMENT SCENARIO (RWCDs)**

In order to assess the potential effects of the Proposed Actions, a reasonable worst-case development scenario (RWCDs) for both “future No-Action” (No-Action) and “future with the Proposed Actions” (With-Action) conditions will be analyzed for an analysis year, or Build Year, of 2031. The future With-Action scenario identifies the amount, type and location of development that is expected to occur by the end of 2031 as a result of the Proposed Actions. The No-Action scenario identifies development projections for 2031 absent the Proposed Actions. The effect of the Proposed Actions would be the incremental change in conditions between the No-Action and With-Action scenarios.

### ***Identification of Development Sites / Affected Area***

According to the *CEQR Technical Manual*, the following factors, commonly referred to as “soft site criteria,” are generally considered when evaluating whether some amount of development would likely be constructed by the Build Year as a result of Proposed Actions:

- The uses and bulk allowed: Lots located in areas where changes in use would be permitted and/or contain buildings built to substantially less than the maximum allowable floor area ratio (FAR) under the existing zoning are considered “soft” enough such that there would likely be sufficient incentive to develop in the future, depending on other factors specific to the area (e.g., the amount and type of recent as-of-right development in the area, recent real estate trends, site specific conditions that make development difficult, and issues relating to site control or site assemblage that may affect redevelopment potential); and
- Size of the development site: Lots must be large enough to be considered “soft.” Generally, lots with a small lot size are not considered likely to be redeveloped, even if they are currently built to substantially less than the maximum allowable FAR. A small lot is often defined for this purpose as 5,000 sf or less, but the lot size criteria is dependent on neighborhood-specific trends, and common development sizes in the study area should be examined prior to establishing this criteria.

However, the following uses and types of buildings that meet the soft site criteria are typically excluded from development scenarios because they are unlikely to be redeveloped as a result of Proposed Actions:

- Full block and newly constructed buildings with utility uses, as these uses are often difficult to relocate;
- Lots where construction is actively occurring, or has recently been completed, as well as lots with recent alterations that would have required substantial capital investment, unless recently constructed or altered lots were built to less than or equal to half of the maximum allowable FAR under the proposed zoning;

- Lots whose location or irregular shape would preclude or greatly limit future as-of-right development. Generally, development on irregular lots does not produce marketable floor space;
- Long-standing institutional uses with no known development plans; or

Multi-unit buildings (existing individual buildings with six or more residential units, and assemblages of buildings with a total of 10 or more residential units, are unlikely to be redeveloped because of the required relocation of tenants in rent-stabilized units).

### ***Definition of Projected and Potential Development Sites***

To produce a reasonable, conservative estimate of future growth, identified development sites are typically divided into two categories: projected development sites and potential development sites. Projected development sites are considered more likely to be developed within the analysis period for the Proposed Actions (i.e. by 2031), while potential sites are considered less likely to be developed over the same period.

As shown below in **Table 1**, the Applicant-owned Development Site is considered a Projected Development Site (“Projected Development Site 1”), as in the future with the Proposed Actions the Applicant intends to develop the site with a mixed-use building, as detailed above. As shown in **Table 1** and discussed below in the “Future with the Proposed Actions” section, one other Projected Development Site has been identified in the proposed rezoning area: Block 911, Lot 49 (“Projected Development Site 2”). This property is not owned or controlled by the Applicant.

Block 911, Lot 49 currently accommodates a vacant 28,750 gsf warehouse/industrial building. Because the Proposed Actions would permit residential and commercial uses within the proposed rezoning area, this lot would be able to redevelop. Therefore, this lot is considered a Projected Development Site in the RWCDs (see **Table 1** below).

### **Future without the Proposed Actions (No-Action Condition)**

In the future without the Proposed Actions, the Projected Development Sites would not be rezoned. For analysis purposes, it is expected that the Projected Development Site 1 would be developed as warehouse use. The existing M1-1 zoning permits a 1.0 FAR for manufacturing and commercial uses. It is assumed that Projected Development Site 1 would be developed with a 2-story 172,612 gsf warehouse with 82 accessory parking space.

Under the No-Action condition, it is assumed that the existing vacant warehouse on Projected Development Site 2 would be reoccupied with 28,750 gsf of warehouse uses and 14 accessory parking spaces.

### **Future with the Proposed Actions (With-Action Condition)**

In the future with the Proposed Actions (the With-Action condition), the proposed zoning map amendment and zoning text amendment would be implemented in the proposed rezoning area. As such, the proposed rezoning area would be remapped as a R7-3/C2-4 district, and would be designated as an MIH Area. Under With-Action conditions, the maximum allowable FAR in the proposed rezoning area would increase to 6.0 when fully utilizing the additional FAR under the MIH Program.

As detailed above in the “Description of the Proposed Development,” the Applicant intends to redevelop

Projected Development Site 1 with a mixed-use building with an overall FAR of 6.0. Because this would maximize the floor area allowable on the Development Site, the proposed development is the RWCDs With-Action condition for the Development Site.

As detailed in **Table 1**, under the With-Action RWCDs, the Applicant-owned Projected Development Site would be developed with an approximately 1,044,457 gsf development containing 1,400 DUs, 3,590 gsf of retail space, and 9,745 gsf of community facility space. The Proposed Project would include three towers along the waterfront. The Proposed Project would also include a 525-space accessory parking garage. As a result of the Proposed Actions, 3<sup>rd</sup> Street, which is a privately owned, mapped but unbuilt street north of 26<sup>th</sup> Avenue, would be demapped and built out for improved vehicular and pedestrian circulation. Access to the 525-space accessory parking garage would be via 3<sup>rd</sup> Street and 26<sup>th</sup> Avenue. The Proposed Project would also contain 41,363 sf of publicly accessible open space along the waterfront that would run along the entire length of Projected Development Site 1, providing multi-layered active and passive recreation space. Mapping of the MIH Area would facilitate development of approximately 350 affordable housing units on Projected Development Site 1, as the affordable housing provided would be equivalent to 25 percent of the residential floor area pursuant to MIH Option 1.

It is also expected that Projected Development Site 2 (Lot 49) in the proposed rezoning area would be redeveloped in the future with the Proposed Actions, in accordance with the proposed R7-3/C2-4 zoning district. This site is anticipated to be redeveloped with a 219,296 gsf building containing 265 DUs (of which 66 would be affordable), approximately 15,000 gsf of commercial retail uses, and 115 accessory parking spaces. Mapping of the MIH Area would facilitate development of approximately 66 affordable housing units on Projected Development Site 2, as the affordable housing provided would be equivalent to 25 percent of the residential floor area pursuant to MIH Option 1.

In accordance with the City's MIH policy, under the Proposed Actions, the Applicant will choose either MIH Option 1 or 2, which would require 25 or 30 percent of the residential floor area be designated as affordable housing units for residents with incomes averaging between 60 and 80 percent of AMI and none of the units exceeding 130 percent of AMI. As discussed above, the Applicant intends on selecting MIH Option 1 which would result in 25 percent of the residential floor area of the RWCDs designated as affordable housing units (416 DUs). However, as Options 1 and 2 require that at least 25 or 30 percent of the residential floor area be reserved for residents with incomes averaging 60 to 80 percent of AMI, some of these MIH units would be affordable to households earning more than 60 to 80 percent of AMI. Per the guidance in the *CEQR Technical Manual*, only units at 80% AMI or below are considered income-restricted for the purposes of the child care analysis. Therefore, for conservative CEQR child care analysis purposes, 20 percent of the overall residential floor area (approximately 333 DUs) of the RWCDs is assumed to be set aside for "affordable" residential units, which refers to the amount residential units that would accommodate households earning 60 to 80 percent (or below) of AMI. All other technical areas to be analyzed in the EIS will assume that 25 percent of the residential floor area of the RWCDs (approximately 416 DUs) would be set aside for affordable residential units.

As shown in **Table 1**, the With-Action RWCDs development would result in approximately 1,235,413 gsf of residential space, 18,590 gsf of retail space, and 9,745 gsf of community facility space on Block 911. The Proposed Actions would result in 1,665 DUs on the Projected Development Sites, of which 416 would be affordable units. In addition, the Proposed Actions would result in a total of 640 accessory parking

spaces.

**TABLE 1:  
With-Action Scenario – Projected Development Sites on Block 911**

Lot	Lot Area (sf)	Max. FAR	Max. Residential		Max. Commercial SF	Max. Community Facility SF	Max. Total Building SF	Max. Parking Spaces	Max. Building Height
			SF	DUs					
<b>Projected Sites</b>									
<b>1 (Site 1)</b>	164,392	6.0	974,000 zsf (1,031,117 gsf)	1,400 (350 affordable)	3,500 zsf (3,590 gsf)	9,500 zsf (9,745 gsf)	987,000 zsf (1,044,452 gsf)	525	349'
<b>49 (Site 2)</b>	34,853	6.0	194,568 zsf (204,296 gsf)	265 (66 affordable)	14,550 zsf (15,000 gsf)	0	209,118 zsf (219,296 gsf)	115	150'
<b>Total RWCDs With-Action Projected Development on Block 911:</b>			<b>1,168,568 zsf (1,235,413 gsf)</b>	<b>1,665 (416 affordable)</b>	<b>18,050 zsf (18,590 gsf)</b>	9,500 zsf (9,745 gsf)	<b>1,196,118 zsf (1,263,748 gsf)</b>	<b>640</b>	-

Notes: The Applicant-owned Projected Development Site is highlighted.

**Reasonable Worst-Case Development Scenario for Analysis Purposes**

As summarized in **Table 2**, compared to future conditions without the Proposed Actions, the RWCDs anticipates that the Proposed Actions would result in a net increase of 1,665 dwelling units (approximately 1,235,413 gsf), 18,590 gsf of retail space, 9,745 gsf of community facility space, and 544 accessory parking spaces, as well as a reduction of approximately 201,362 gsf of industrial/warehouse space. This net increment will represent the basis for environmental analyses in the EIS.

**Table 2: Net Change in Land Uses as a Result of the Proposed Actions**

Use	No-Action	With-Action	Net Increment
<b>Residential</b>	--	1,235,413 gsf 1,665 DU	+1,235,413 gsf +1,665 DU
<b>Retail</b>	--	18,590	+18,590 gsf
<b>Industrial/Warehouse</b>	201,362	--	-201,362 gsf
<b>Community Facility</b>	--	9,745 gsf	+9,745 gsf
<b>Accessory Parking Spaces</b>	96	640	+544
<b>Public Open Space</b>	--	41,363 sf	+41,363 sf
<b>Employees</b>	202	162	-40
<b>Residents</b>	--	3,880	+3,880

**G. PROPOSED SCOPE OF WORK FOR THE EIS**

As the RWCDs associated with the Proposed Actions would affect various areas of environmental concern and was found to have the potential for significant adverse impacts, pursuant to the EAS and Positive Declaration, an Environmental Impact Statement (EIS) pursuant to CEQR will be prepared for the Proposed Actions. The EIS will analyze the proposed development for all technical areas of concern.

The EIS will be prepared in conformance with all applicable laws and regulations, including SEQRA (Article 8 of the New York State Environmental Conservation Law) and its implementing regulations found at 6 NYCRR Part 617, New York City Executive Order No. 91 of 1977, as amended, and the Rules of Procedure for CEQR, found at Title 62, Chapter 5 of the Rules of the City of New York. The EIS will follow the guidance of the *CEQR Technical Manual*, dated December 2020, and will contain:

- A description of the Proposed Actions and its environmental setting;
- A statement of the environmental impacts of the Proposed Actions, including its short- and long-term effects and typical associated environmental effects;
- An identification of any adverse environmental effects that cannot be avoided if the Proposed Actions are implemented;
- A discussion of reasonable alternatives to the Proposed Actions;
- An identification of irreversible and irretrievable commitments of resources that would be involved in the Proposed Actions should it be implemented; and
- A description of mitigation proposed to eliminate or minimize any significant adverse environmental impacts.

Based on the preliminary screening assessments outlined in the *CEQR Technical Manual* and detailed in the EAS document, the following environmental areas would not require detailed analysis in the EIS: Solid Waste and Sanitation Services, Historic and Cultural Resources, and Energy.

The specific areas to be included in the EIS, as well as their respective tasks, are described below.

### **TASK 1. PROJECT DESCRIPTION**

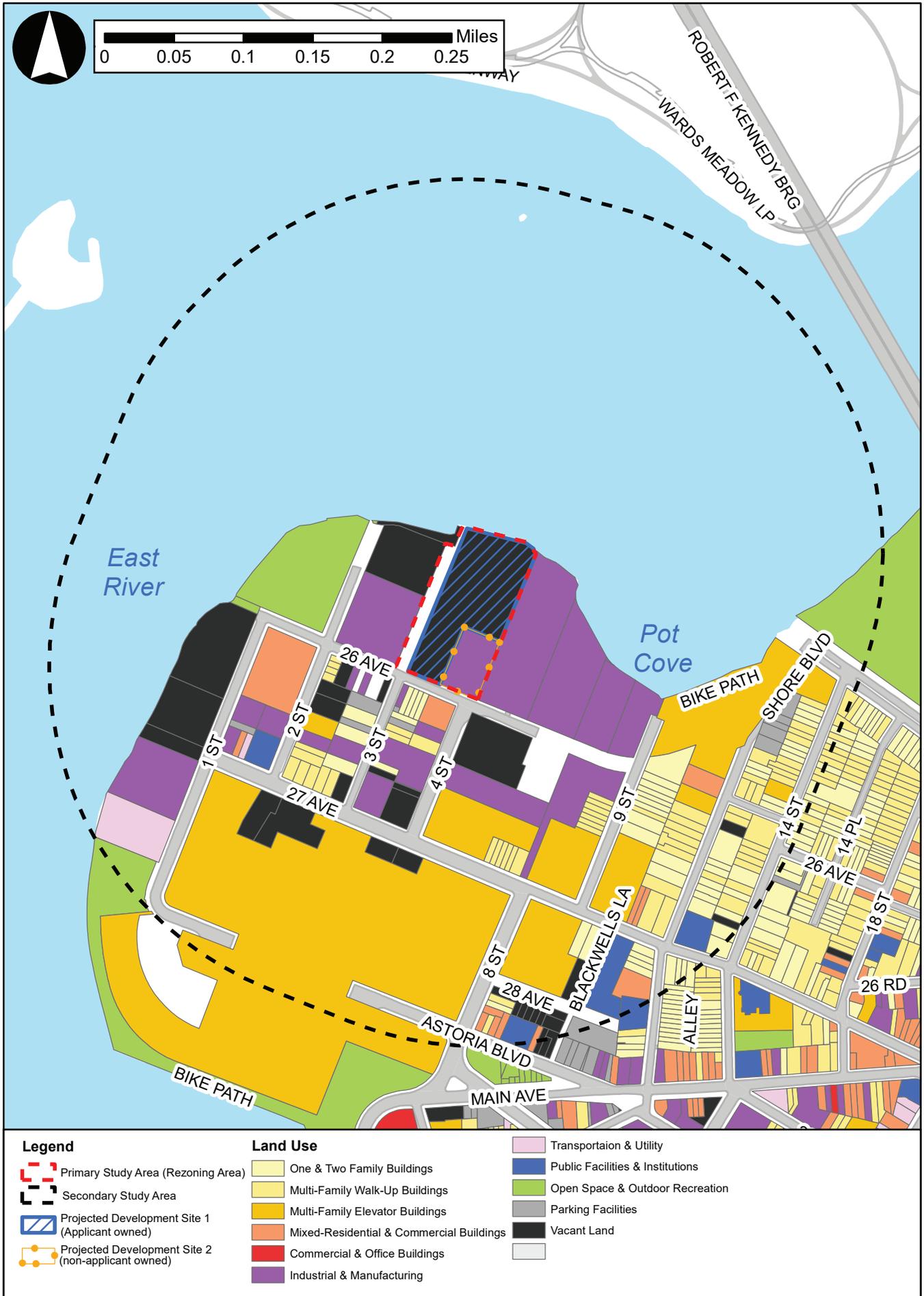
The first chapter of the EIS introduces the reader to the Proposed Actions and sets the context in which to assess impacts. The chapter contains a description of the Proposed Actions: its location; the background and/or history of the project; a statement of the purpose and need; key planning considerations that have shaped the current proposal; a detailed description of the Proposed Actions; and discussion of the approvals required, procedures to be followed, and the role of the EIS in the process. This chapter is the key to understanding the Proposed Actions and its impact, and gives the public and decision-makers a base from which to evaluate the Proposed Actions.

In addition, the project description chapter will present the planning background and rationale for the actions being proposed and summarize the reasonable worst-case development scenario for analysis in the EIS. The section on approval procedures will explain the ULURP process, its timing, and hearings before the Community Board, the Queens Borough President's Office, the CPC, and the New York City Council. The role of the EIS as a full-disclosure document to aid in decision-making will be identified and its relationship to ULURP and the public hearings described.

### **TASK 2. LAND USE, ZONING, AND PUBLIC POLICY**

This chapter will analyze the potential impacts of the Proposed Actions on land use, zoning, and public policy. The land use, zoning and public policy analysis will be consistent with the methodologies presented in the *CEQR Technical Manual*. In completing the following subtasks, the land use study area will consist of the Project Area, where the land use impacts will be straightforward and direct (reflecting the proposed development), and the neighboring areas where indirect impacts may be felt. For the purpose of environmental analysis, the study area will extend approximately a ¼-mile from the borders of the project site, as illustrated in **Figure 6**. Subtasks will include the following:

- Provide a brief development history of the rezoning area and surrounding study area.
- Provide a description and map of existing land uses and zoning in the area affected by the Proposed Actions and the surrounding study area. Other public policies that apply to the study area will also



be described, including OneNYC 2050 and the City's Waterfront Revitalization Program. Recent development trends in the land use study area will also be noted.

- Based on field surveys and prior studies, identify, describe, and graphically portray predominant land use patterns for the balance of the land use study area. Based on consultations with DCP and other public or private agencies and local real estate brokers, describe recent land use trends in the study area and major factors influencing those land use trends.
- Prepare a list of future development projects in the study area that would be expected to be constructed by the 2031 Build Year and may influence future land use trends. Also, identify pending zoning actions or other public policy actions that could affect land use patterns and trends in the study area in coordination with DCP. Based on these planned projects and initiatives, assess future conditions in the land use and zoning study area in the future without the Proposed Actions (No-Action condition).
- Describe proposed zoning changes, and the potential land use changes based on the Proposed Actions' RWCDs (With-Action condition).
- Assess effects of the Proposed Actions on land use and land use trends, public policy, and zoning in the study area. Discuss the Proposed Actions' potential effects related to issues of compatibility with surrounding land use, consistency with zoning and other public policy (including OneNYC 2050), the effect of the loss of manufacturing zoning, and the effect of the proposed development on ongoing development trends and conditions in the area.
- The project is located in the New York City Coastal Zone, and therefore, it will be assessed for its consistency with the city's Waterfront Revitalization Program (WRP). The analysis will assess, for those relevant policies identified on the project's Consistency Assessment Form, the consistency of the Proposed Actions and resultant proposed development with the WRP policies.

### **TASK 3. SOCIOECONOMIC CONDITIONS**

The socioeconomic character of an area includes its population, housing, and economic activity. Socioeconomic changes may occur when a project directly or indirectly changes any of these elements. Although socioeconomic changes may not result in impacts under CEQR, they are disclosed if they would affect land use patterns, low-income populations, the availability of goods and services, or economic investment in a way that changes the socioeconomic character of the area. This chapter will assess the Proposed Actions' potential effects on the socioeconomic character of the study area.

The five principal issues of concern with respect to socioeconomic conditions are whether a proposed action would result in significant adverse impacts due to: (1) direct residential displacement; (2) direct business and institutional displacement; (3) indirect residential displacement; (4) indirect business and institutional displacement; and (5) adverse effects on specific industries. As detailed below, the Proposed Actions warrant an assessment of socioeconomic conditions with respect to indirect residential displacement, only. Direct displacement of fewer than 500 residents or of fewer than 100 employees would not typically be expected to alter the socioeconomic characteristics of a neighborhood, according to the *CEQR Technical Manual*. The Proposed Actions would not exceed the *CEQR Technical Manual* analysis thresholds of 500 displaced residents or 100 displaced employees, and therefore, are not expected to result in significant adverse impacts due to direct residential or business/institutional displacement. In addition, as the Proposed Actions would not affect conditions within a specific industry, an analysis of adverse effects on specific industries is not warranted, and no significant adverse impacts would result. Lastly, as the Proposed Actions would introduce less than 200,000 sf of non-residential uses,

an assessment of indirect business displacement is not warranted, and no significant adverse impacts would result.

The assessment of indirect residential displacement will begin with a preliminary assessment to determine whether a detailed analysis is necessary. Detailed analyses will be conducted if the preliminary assessment cannot definitively rule out the potential for significant adverse impacts. The detailed assessment will be framed in the context of existing conditions and evaluations of the Future No-Action and With-Action conditions in 2031, including any population changes anticipated to take place by the analysis year of the Proposed Actions.

### **Indirect Residential Displacement**

Indirect residential displacement is the involuntary displacement of residents that results from a change in socioeconomic conditions created by a proposed action. Indirect residential displacement could occur if a proposed project either introduces a trend or accelerates a trend of changing socioeconomic conditions that may potentially displace a vulnerable population to the extent that the socioeconomic character of the neighborhood would change, according to the *CEQR Technical Manual*. To assess this potential impact, the *CEQR Technical Manual* seeks to answer a series of threshold questions in terms of whether the project substantially alters the demographic character of an area through population change or introduction of more costly housing.

The indirect residential displacement analysis will use the most recent available U.S. Census data, New York City Department of Finance's Real Property Assessment Data (RPAD) database, as well as current real estate market data, to present demographic and residential market trends and conditions for the study area. The presentation of study area characteristics will include population estimates, housing tenure and vacancy status, median value and rent, estimates of the number of housing units not subject to rent protection, and median household income. The preliminary assessment will carry out the following the step-by-step evaluation, pursuant to *CEQR Technical Manual* guidelines:

- Step 1: Determine if the Proposed Actions would add substantial new population with different income as compared with the income of the study area population. If the expected average incomes of the new population would be similar to the average incomes of the study area populations, no further analysis is necessary. If the expected average incomes of the new population would exceed the average incomes of the study area populations, then Step 2 of the analysis will be conducted.
- Step 2: Determine if the Proposed Actions' population is large enough to affect real estate market conditions in the study area. If the population increase may potentially affect real estate market conditions, then Step 3 will be conducted.
- Step 3: Determine whether the study area has already experienced a readily observable trend toward increasing rents and the likely effect of the action on such trends and whether the study area potentially contains a population at risk of indirect displacement resulting from rent increases due to changes in the real estate market caused by the new population.

A detailed analysis, if warranted, would utilize more in-depth demographic analysis and field surveys to characterize existing conditions of residents and housing, identify populations at risk of displacement, assess current and future socioeconomic trends that may affect these populations, and examine the effects of the Proposed Actions on prevailing socioeconomic trends and, thus, impacts on the identified

populations at risk.

#### **TASK 4. COMMUNITY FACILITIES**

The demand for community facilities and services is directly related to the type and size of the new population generated by development resulting from the Proposed Actions. The Proposed Actions would add approximately 1,665 new DUs to the area, of which 416 DUs would be affordable. According to the *CEQR Technical Manual*, the number and type of new residential units to be developed as a result of the Proposed Actions would trigger detailed analyses of potential impacts on public schools, libraries, and publicly funded day care centers. According to the *CEQR Technical Manual*, a detailed analysis of police and fire services and health care facilities is required if a proposed action would (a) introduce a sizeable new neighborhood where one has not previously existed, or (b) would displace or alter a hospital or public health clinic, fire protection services facility, or police station. As the Proposed Actions would not result in any of the above, no significant adverse impacts would be expected to occur, and a detailed analysis of police/fire services and health care facilities is not required.

##### **Public Schools**

- The primary study area for the analysis of elementary and intermediate schools should be the school districts' "sub-district" in which the project is located, pursuant to CEQR guidelines. As the proposed rezoning area is located wholly within Community School District (CSD) 30, Sub-district 3, the elementary and intermediate school analyses will be conducted for schools in that sub-district. The Proposed Actions also trigger an analysis of high schools, which are assessed on a borough-wide basis.
- Public elementary and intermediate schools serving CSD 30, Sub-district 3 will be identified and located. Existing capacity, enrollment, and utilization data for all public elementary and intermediate schools within the affected sub-district will be provided for the current (or most recent) school year, noting any specific shortages of school capacity. Similar data will be provided for Queens high schools in accordance with *CEQR Technical Manual* guidelines.
- Conditions that would exist in the No-Action condition for the sub-district (for elementary and intermediate school analyses) and the borough (for the high school analysis) will be identified, taking into consideration projected changes in future enrollments, including those associated with other developments in the affected sub-district, using the SCA's *Projected New Housing Starts* as per *CEQR Technical Manual* guidelines. The Queens school districts will be aggregated into a borough total, which will be used for the No-Action borough high school analysis. Plans to alter school capacity either through administrative actions on the part of the New York City Department of Education (DOE), or as a result of the construction of new school space prior to the 2031 analysis year, will also be identified or incorporated into the analyses.
- Future conditions with the Proposed Actions will be analyzed, adding students likely to be generated under the RWCDs to the projections for the future No-Action condition. Impacts will be assessed based on the difference between the future With-Action projections and the future No-Action projections (at the sub-district level for elementary and intermediate schools and at the borough level for high schools) for enrollment, capacity, and utilization in 2031.
- A determination of whether the Proposed Actions would result in significant adverse impacts to elementary, intermediate, and/or high schools will be made. A significant adverse impact may result, warranting consideration of mitigation, if the Proposed Actions would result in: (1) a collective utilization rate of the elementary and/or intermediate schools in the sub-district study

area that is equal to or greater than 100 percent in the With-Action condition (a determination of impact significance for high schools is conducted at the borough level); and (2) an increase of five percent or more in the collective utilization rate between the No-Action and With-Action conditions, pursuant to CEQR.

## Libraries

- Local public library branches within the borough of Queens that serve the area within approximately  $\frac{3}{4}$ -mile of the proposed rezoning area, which is the distance that one might be expected to travel for such services, will be identified and presented on a map.
- Existing libraries within the study area and their respective information services and user populations will be described. Information regarding services provided by branches within the study area will include holdings and other relevant existing conditions. Details on library operations will be based on publicly available information and/or consultation with New York Public Library officials. If applicable, holdings per resident may be estimated to provide a quantitative gauge of available resources in the applicable branch libraries in order to form a baseline for the analysis.
- For No-Action conditions, projections of population change in the area and information on any planned changes in library services or facilities will be described, and the effects of these changes on library services will be assessed. Using the information gathered for existing conditions, holdings per resident in the No-Action condition will be estimated.
- The effects of the addition of the population resulting from the Proposed Actions on the library's ability to provide information services to its users will be assessed. Holdings per resident in the With-Action condition will be estimated and compared to the No-Action holdings estimate.
- If the Proposed Actions would increase a branch library's  $\frac{3}{4}$ -mile study area population by five percent or more over No-Action levels, and it is determined, in consultation with the New York Public Library, that this increase would impair the delivery of library services in the study area, a significant adverse impact may occur, warranting consideration of mitigation, in accordance with the *CEQR Technical Manual*.

## Early Childhood Programs

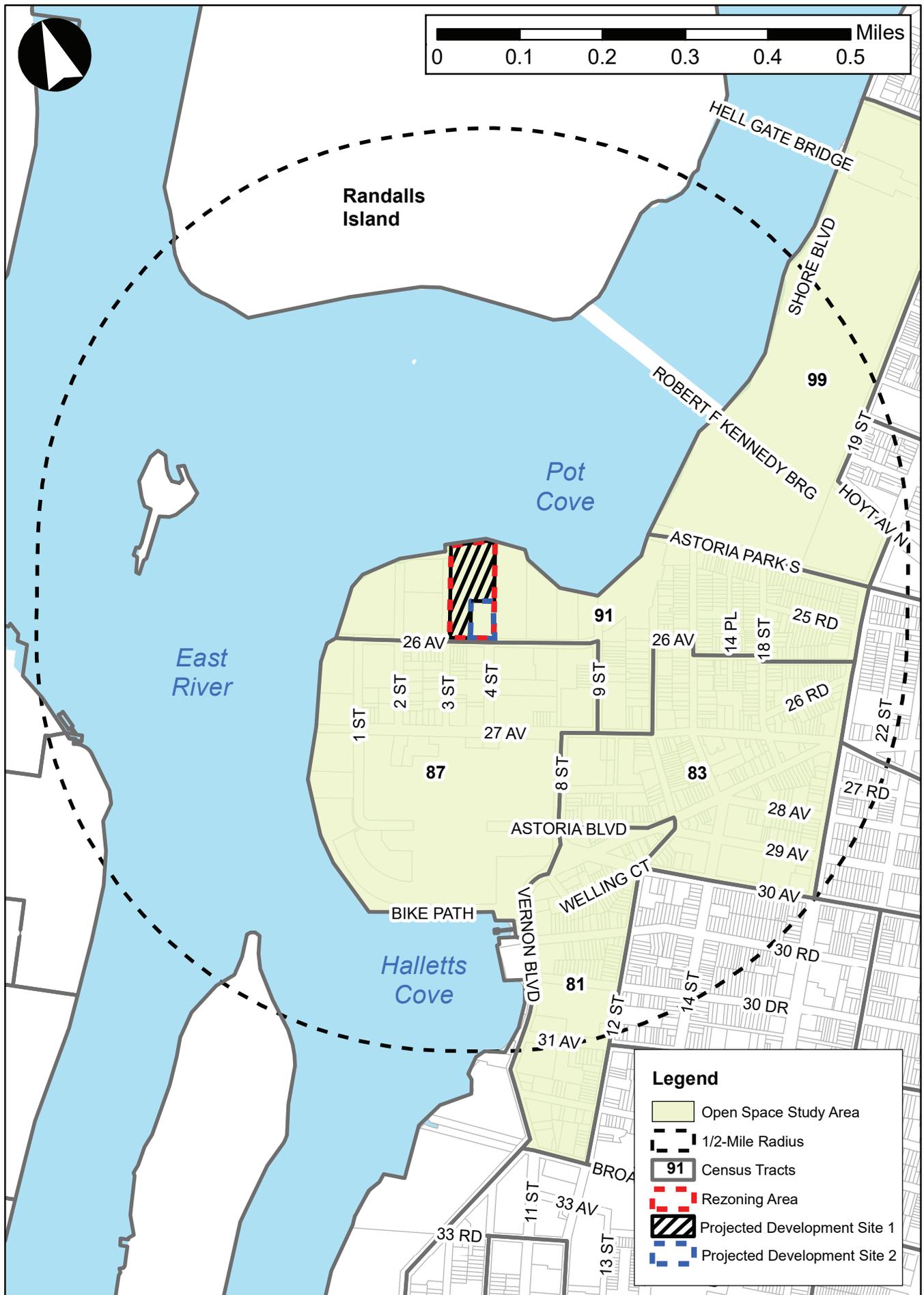
- Existing publicly funded early childhood programs within approximately 1.5 miles of the proposed rezoning area will be identified. Each facility will be described in terms of its location, number of slots (capacity), enrollment, and utilization in consultation with the New York City Department of Education (DOE).
- For No-Action conditions, information will be obtained for any changes planned for child care programs or facilities in the area, including the closing or expansion of existing facilities and the establishment of new facilities. Any expected increase in the population of children under age six within the eligibility income limitations, using the No-Action RWCDs (see "Analysis Framework"), will be discussed as potential additional demand, and the potential effect of any population increases on demand for child care services in the study area will be assessed. The available capacity or resulting deficiency in slots and the utilization rate for the study area will be calculated for the No-Action condition.

- The potential effects of the additional eligible children resulting from the Proposed Actions will be assessed by comparing the estimated net demand over capacity to a net demand over capacity in the No-Action analysis.
- A determination of whether the Proposed Actions would result in significant adverse impacts to early childhood programs will be made. A significant adverse impact may result, warranting consideration of mitigation, if the Proposed Actions would result in both of the following: (1) a collective utilization rate of the group early childhood programs in the study area that is greater than 100 percent in the With-Action condition; and (2) an increase of five percent or more in the collective utilization rate of early childhood programs in the study area between the No-Action and With-Action conditions, in accordance with the *CEQR Technical Manual*.

## TASK 5. OPEN SPACE

The Proposed Actions would add up to approximately 1,665 new DUs to the area, and would therefore increase the demands for existing local parks and recreational facilities. As discussed in the Project Description, the Proposed Project would provide approximately 41,363 sf of publicly accessible open space. The Proposed Actions would generate more than the CEQR threshold of 200 residents, but is not expected to exceed the CEQR threshold of 500 net additional workers. Therefore, a detailed open space analysis is warranted for the residential population only, which would be included in the EIS pursuant to the following sub-tasks.

- As the Proposed Actions would primarily introduce new residents to the area (the number of new workers would not exceed the threshold for worker analysis), the analysis will focus on both active and passive open space resources.
- Using the most recent Census data, calculate the total residential population of the open space study area. As per CEQR guidelines and as shown in **Figure 7**, the open space study area is defined as the area within a ½-mile boundary from the proposed rezoning area, adjusted to include all census tracts with at least 50 percent of their land area within the ½-mile radius.
- Inventory existing active and passive open spaces within the open space study area. The condition and usage of existing facilities will be described based on the inventory and field visits. Jurisdiction, features, user groups, quality/condition, factors affecting usage, hours of operation, and access will be included in the description of facilities. Acreage of these facilities will be determined and total study area acreage calculated. The percentage of active and passive open space will also be calculated. A map showing the locations of open spaces keyed to the inventory will be provided.
- Based on the inventory of facilities and residential study area populations, open space ratios will be calculated for the residential population in the study area, and compared to City guidelines to assess adequacy. As per the *CEQR Technical Manual*, open space ratios are expressed as the amount of open space acreage per 1,000 user population, and will be calculated for active and passive open space, as well as the ratio for the aggregate open space.
- Assess expected changes in future levels of open space supply and demand in the 2031 analysis year, based on other planned development projects within the open space study area. Any new open space or recreational facilities that are anticipated to be operational by the analysis year will also be accounted for. Open space ratios will be developed for future No-Action conditions and compared with existing ratios to determine changes in future levels of adequacy.
- Assess the effects on open space supply and demand resulting from increased residential populations added by the Proposed Actions. Any new accessory open space facilities proposed



as part of the proposed development would also be taken into account. The assessment of the Proposed Actions' impacts will be based on a comparison of open space ratios for the future No-Action versus future With-Action conditions. In addition to the quantitative analysis, qualitative analysis will be performed to determine if the changes resulting from the Proposed Actions constitute a substantial change (positive or negative) or an adverse effect to open space conditions. Accessory open space to be provided as part of the Proposed Project would be included in the qualitative assessment.

- If the results of the impact analysis identify a potential for a significant impact, discuss potential mitigation measures.

## TASK 6. SHADOWS

This chapter will examine the Proposed Actions' potential for significant and adverse shadow impacts pursuant to *CEQR Technical Manual* criteria. Generally, the potential for shadow impacts exists if an action would result in new structures, or additions to existing structures, greater than 50 feet in height that could cast shadows on important natural features, publicly accessible open space, or on historic features that are dependent on sunlight. The Proposed Actions would result in buildings of greater than 50 feet, with shadows cast on the East River, which is a sunlight sensitive natural resource, and potentially Whitey Ford Field, located 320 feet to the west of the rezoning area, and Astoria Park, located approximately 1,300 feet northeast of the rezoning area. Therefore, a preliminary assessment will be conducted, which will be coordinated with the EIS analysis of open space and natural resources. The preliminary screening assessment will include the following tasks:

- A preliminary shadows screening assessment will be prepared to ascertain whether the RWCDs shadows may potentially reach any sunlight-sensitive resources at any time of year.
  - A Tier 1 Screening Assessment will be conducted to determine the longest shadow study area for the projected and potential developments, which is defined as 4.3 times the height of a structure (the longest shadow that would occur on December 21, the winter solstice), pursuant to the *CEQR Technical Manual*. A base map, which includes topographical information, will illustrate the locations of the projected and potential developments in relation to the sunlight-sensitive resources will be developed.
  - A Tier 2 Screening Assessment will be conducted if any portion of a sunlight-sensitive resource lies within the longest shadow study area. The Tier 2 assessment will determine the triangular area that cannot be shaded by the Projected Developments, which in New York City is the area that lies between -108 and +108 degrees from true north.
  - If any portion of a sunlight-sensitive resource is within the area that could be potentially shaded by the Projected Developments, a Tier 3 Screening Assessment will be conducted. The Tier 3 Screening Assessment will determine if shadows resulting from the Projected Developments can reach a sunlight-sensitive resource through the use of three-dimensional computer modeling software with the capacity to accurately calculate shadow patterns. The model will include a three-dimensional representation of the sunlight-sensitive resource(s), a three-dimensional representation of the Projected Development Sites identified in the RWCDs, and a three-dimensional representation of the topographical information within the area to determine the extent and duration of new shadows that would be cast on sunlight-sensitive resources as a result of the Proposed Actions.

- If the screening analysis does not rule out the possibility that action-generated shadows would reach any sunlight-sensitive resources, a detailed analysis of potential shadow impacts on publicly-accessible open spaces or sunlight-sensitive historic resources resulting from development in the RWCDs will be provided in the EIS. The detailed shadow analysis will establish a baseline condition (No-Action), which will be compared to the future condition resulting from the Proposed Actions (With-Action) to illustrate the shadows cast by existing or future buildings and distinguish the additional (incremental) shadow cast by the Projected Development Sites. The detailed analysis will include the following tasks:
  - The analysis will be documented with graphics comparing shadows resulting from the No-Action condition with shadows resulting from the Proposed Actions, with incremental shadow highlighted in a contrasting color.
  - A summary table listing the entry and exit times and total duration of incremental shadow on each applicable representative day for each affected resource will be provided.
  - The significance of any shadow impacts on sunlight-sensitive resources will be assessed.

## **TASK 7. URBAN DESIGN/VISUAL RESOURCES**

A preliminary analysis of urban design and visual resources is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning, including the following: 1) projects that permit the modification of yard, height, and setback requirements; and 2) projects that result in an increase in built floor area beyond what would be allowed 'as-of-right' or in the future without the Proposed Actions. CEQR stipulates a detailed analysis for projects that would result in substantial alterations to the streetscape of the neighborhood by noticeably changing the scale of buildings.

As the Proposed Actions would rezone the Project Area to allow higher density and create new zoning districts to be mapped within the study area, a preliminary assessment of urban design and visual resources will be provided in the EIS. As the urban design and visual resources analysis is a site specific-related analysis, the analysis focuses on development anticipated on the Projected Development Sites.

The urban design study area will be the same as that used for the land use analysis (delineated by a ¼-mile radius from the proposed rezoning area). For visual resources, the view corridors within the study area from which such resources are publicly viewable will be identified. The preliminary assessment will consist of the following:

- Based on field visits, the urban design and visual resources of the directly affected area and adjacent study area will be described using text, photographs, and other graphic material, as necessary, to identify critical features, use, bulk, form, and scale.
- In coordination with Task 2, Land Use, the changes expected in the urban design and visual character of the study area due to known development projects in the future No-Action condition will be described.
- Potential changes that could occur in the urban design character of the study area as a result of the Proposed Actions will be described. For the Projected Development Sites, the analysis will focus on general building types for the sites that are assumed for development, as well as elements, such as streetwall height, setback, and building envelope. Photographs and/or other

graphic material will be utilized, where applicable, to assess the potential effects on urban design and visual resources, including view of/to resources of visual or historic significance.

A detailed analysis will be prepared if warranted based on the preliminary assessment. Examples of projects that may require a detailed analysis are those that would make substantial alterations to the streetscape of a neighborhood by noticeably changing the scale of buildings, potentially obstruct view corridors, or compete with icons in the skyline, as described in the *CEQR Technical Manual*. The detailed analysis would describe the Projected Development Sites and the urban design and visual resources of the surrounding area. The analysis would describe the potential changes that could occur to urban design and visual resources in the future with the Proposed Actions condition, in comparison to the future without the Proposed Actions condition, focusing on the changes that could negatively affect a pedestrian's experience of the area. If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

Construction of large buildings at locations that experience high wind conditions may result in an exacerbation of wind conditions due to 'channelization' or 'downwash' effects that may affect pedestrian safety. A screening assessment of whether a pedestrian wind analysis would be warranted will be provided in the EIS as channelized wind pressure from between tall buildings and/or parallel tall buildings may cause winds that jeopardize pedestrian safety. A detailed pedestrian wind analysis will be prepared in accordance with *CEQR Technical Manual* guidelines if warranted as a result of the screening assessment.

## **TASK 8. NATURAL RESOURCES**

The Project Area lies along Hell Gate – a narrow tidal strait in the East River that separates Astoria from Randall's Island/Wards Island – and is mostly developed with shoreline protection measures (riprap). It is not anticipated that the Proposed Project would entail any in-water disturbance.

The EIS will provide an assessment of natural resources. Any existing natural resources on or in the vicinity of the Project Area would be identified, including any significant fish habitats in the adjacent waterway. The Proposed Actions' potential impacts on any identified natural resources would be assessed, including short-term construction effects (if any) as well as any potential long-term effects such as additional run-off, etc. A discussion of any related permits that may be required would be provided. It is expected that the natural resources assessment will include the following subtasks:

- Describe the water quality conditions along the project site, including water quality trends and projection data as are available through existing literature and studies (e.g., the New York City Department of Environmental Protection [NYCDEP] Harbor Survey). This section will describe the general water quality characteristics of the East River, including currents, tidal range, water quality classification, and overall pollutant loads and chemical and biological conditions.
- Data on aquatic resources/habitats will be reviewed and presented for the study area. This task will also be undertaken using published literature, including the identification of essential fish habitats. The presence of tidal wetlands will be based on existing New York State Department of Environmental Conservation (NYSDEC) tidal wetlands maps.
- While there are limited issues with respect to terrestrial resources (flora and fauna) since most of the upland is developed, the Project Area will be characterized based on a review of aerial photography and a field visit.

- The New York State Natural Heritage Program and the U.S. Fish and Wildlife Service will be contacted to obtain any data on the potential presence of rare or endangered plant or animal species in the study area, and essential fish habitats along the East River.
- A projection will be made of natural resources conditions through the 2031 analysis year based on anticipated future conditions without the Proposed Actions.
- An assessment of potential impacts from the Proposed Actions will be presented analyzing any potential water quality and river disturbance issues, impacts to any fish and bird habitats, and terrestrial resources. A stormwater analysis will be performed that will specify how stormwater flows would be treated, and managed, and an analysis of appropriate Best Management Practices (BMP's) to be implemented will also be included in the EIS. Impact issues could include additional flow from outfalls (see also Task 10, "Water and Sewer Infrastructure," below). Any potential impacts on rare or endangered species or essential fish habitats will be identified. The need for any additional State or Federal approvals or will also be described.

This analysis will also evaluate the potential for impacts due to any combined sewer overflow resulting from the Proposed Actions (see also Task 10, "Water and Sewer Infrastructure," below).

## **TASK 9. HAZARDOUS MATERIALS**

The objective of the hazardous materials assessment is to determine whether the proposed rezoning area may have been adversely affected by current or historical uses at or adjacent to the site. The Proposed Actions would result in new residential development in areas currently zoned for manufacturing, and therefore has the potential to result in significant hazardous materials impacts.

This chapter of the EIS will primarily examine the potential for impacts related to subsurface contamination, including an evaluation of the existing soil and groundwater conditions in areas that would be affected by the Proposed Actions. This chapter will summarize the results of the Projected Development Sites' Phase I Environmental Site Assessments and any other subsequent relevant studies. It will also include discussion of any measures required to be implemented prior to or during construction of the proposed development to avoid significant impacts, such as implementation of a Remedial Action Plan and Construction Health and Safety Plan, if warranted.

The EIS will include a discussion of the site's history and current environmental conditions. The Applicant has received a Certificate of Completion from the New York State Department of Environmental Conservation (NYSDEC) supervision through the Voluntary Cleanup Program.

The chapter will include a discussion of the Proposed Actions' potential to result in significant adverse hazardous materials impacts and, if necessary, will include a description of any additional further testing, remediation, or other measures that would be necessary to avoid impacts.

If significant adverse impacts are identified, mitigation measures will be identified in conjunction with DCP as lead agency and any expert agencies, as appropriate.

## **TASK 10. WATER AND SEWER INFRASTRUCTURE**

The *CEQR Technical Manual* outlines thresholds for analysis of a project's water demand and its generation of wastewater and stormwater. As discussed in detail in the EAS, for the Proposed Actions, an

analysis of water supply is not warranted as the proposed development would not result in a demand of more than 1 million gpd and the proposed development is not located in an area that experiences low water pressure. A preliminary assessment of the Proposed Actions' effects on wastewater and stormwater infrastructure is warranted because the Proposed Actions would result in the development of more than 400 dwelling units in Queens (although it does not exceed the commercial threshold of 150,000 sf). Therefore, this chapter will analyze the Proposed Action's potential effects on wastewater and stormwater infrastructure. NYCDEP will be consulted during the preparation of the preliminary stormwater and wastewater infrastructure assessment.

- The existing stormwater drainage system and surfaces (pervious or impervious) on the Project Area will be described, and the amount of stormwater generated on the site will be estimated using NYCDEP's volume calculation worksheet. Drainage areas with direct discharges and overland flow will be presented.
- The existing sewer system serving the Project Area will be described based on records obtained from NYCDEP. Records obtained will include sewer network maps, drainage plans, capacity information for sewer infrastructure components, and other Freedom of Information Law (FOIL) requests (such as sewer backup complaints/repair data) if warranted. The existing flows to the Bowery Bay water pollution control plant (WPCP) that serves the Project Area will be obtained for the latest 12-month period, and the average dry weather monthly flow will be presented. Existing capacity information for pump stations, regulators, etc. downstream of the affected drainage area will be presented.
- Any changes to the site's stormwater drainage system and surface area expected in the future without the Proposed Actions will be described. Any changes to the sewer system that are expected to occur in the future without the Proposed Actions will be described based on information provided by NYCDEP.
- Assess future stormwater generation from the proposed development and assess the Proposed Actions' potential to create impacts. The proposed stormwater management plan for the Project Area will be assessed and incorporated into the infrastructure assessment. The assessment will also discuss any planned sustainability elements and best management practices (BMPs) that are intended to reduce stormwater runoff from the Project Area. Changes to the Project Area's proposed surface area (pervious or impervious) will be described, and runoff coefficients and runoff for each surface type/area will be presented. Volume and peak discharge rates of stormwater from the site will be determined based on the NYCDEP volume calculation worksheet.
- Sanitary sewage generation for the RWCDs will be estimated. The effects of the incremental demand on the system will be assessed to determine if there will be any impact on operations of the WPCP.
- Based on the assessment of future stormwater and wastewater generation, the change in flows and volumes to the combined sewer system and/or waterbodies due to the Proposed Actions will be determined.

## **TASK 11. TRANSPORTATION**

The objective of a transportation analysis is to determine whether a proposed action may have a potential significant impact on traffic operations and mobility, public transportation facilities and services, pedestrian elements and flow, the safety of all roadway users (pedestrians, bicyclists and motorists), on- and off-street parking, or goods movement. The Proposed Actions are expected to result in new residential, local retail, and community facility uses, which would generate additional vehicular travel and

demand for parking, as well as additional subway and bus riders and pedestrian traffic. These new trips have the potential to affect the area's transportation systems.

### Travel Demand and Screening Assessment

A detailed travel demand forecast was prepared for the RWCDs using standard sources, including the *CEQR Technical Manual*, U.S. Census data, previously-approved studies, and other references. The travel demand forecast (a Level 1 screening assessment) is summarized by peak hour, mode of travel, as well as person and vehicle trips. The travel demand forecast also identifies the number of peak hour person trips made by transit and the numbers of pedestrian trips traversing the area's sidewalks, corner areas, and crosswalks. Detailed vehicle, pedestrian and transit trip assignments (a Level 2 screening assessment) were prepared based on the results of the RWCDs travel demand forecast to identify the intersections and pedestrian/transit elements selected for quantified analysis.

The proposed new residential, commercial, and community facility uses would generate additional vehicular travel and increase demand for parking, as well as pedestrian traffic and subway and bus riders. These new trips have the potential to affect the area's transportation systems. Therefore, the transportation studies for the EIS will include the following analyses.

### Traffic

The RWCDs exceeds the minimum development density screening thresholds specified in Table 16-1 of the *CEQR Technical Manual*. Therefore, a trip generation forecast is required to determine if the project would generate 50 or more vehicle trips. Based on preliminary analyses conducted, the Proposed Actions are expected to generate more than 50 additional vehicular trips in the weekday AM, midday, PM, and Saturday midday peak hours. Therefore, the EIS will provide a detailed traffic analysis focusing on those peak hours and intersections where the highest concentrations of project-generated demand would occur. The EIS traffic analysis will include the following:

- Select peak hours for analysis and define a traffic study area consisting of intersections to be analyzed adjacent to the Project Area and along major routes leading to and from the Projected Development Sites. Based on preliminary trip generation estimates for the proposed residential, community facility, and commercial uses, the EIS will analyze weekday AM, midday, PM, and Saturday midday peak hours. Approximately 21 intersections would be analyzed, as listed below (see **Figure 8**).

#### *Signalized*

1. 26<sup>th</sup> Avenue and 21<sup>st</sup> Street
2. 27<sup>th</sup> Avenue and 8<sup>th</sup> Street
3. 27<sup>th</sup> Avenue/Astoria Boulevard and 21<sup>st</sup> Street
4. Astoria Boulevard and 8<sup>th</sup> Street
5. 30<sup>th</sup> Avenue and 21<sup>st</sup> Street
6. Hoyt Avenue South and 21<sup>st</sup> Street
7. Hoyt Avenue North and 21<sup>st</sup> Street

#### *Unsignalized*

1. 26<sup>th</sup> Avenue and 3<sup>rd</sup> Street



2. 26<sup>th</sup> Avenue and 4<sup>th</sup> Street
  3. 26<sup>th</sup> Avenue and 9<sup>th</sup> Street
  4. 27<sup>th</sup> Avenue and 3<sup>rd</sup> Street
  5. 27<sup>th</sup> Avenue and 4<sup>th</sup> Street
  6. 27<sup>th</sup> Avenue and 9<sup>th</sup> Street
  7. 27<sup>th</sup> Avenue and 12<sup>th</sup> Street
  8. 27<sup>th</sup> Avenue and 14<sup>th</sup> Street
  9. 27<sup>th</sup> Avenue and 18<sup>th</sup> Street
  10. Astoria Boulevard and 18<sup>th</sup> Street
  11. Astoria Boulevard and Newtown Avenue
  12. 30<sup>th</sup> Avenue and 8<sup>th</sup> Street
  13. 30<sup>th</sup> Avenue and 12<sup>th</sup> Street
  14. 30<sup>th</sup> Avenue and 14<sup>th</sup> Street
- Conduct a data collection program for traffic analysis locations that includes a mix of automatic traffic recorder (ATR) machine counts, manual intersection turning movement counts, along with vehicle classification counts and travel time studies (speed runs) as support data for air quality and noise analyses during the weekday AM, midday, and PM peak hours and the Saturday midday peak hour. ATRs will provide 24-hour traffic volumes for a full week at selected arterial locations. Turning movement count data will be collected at each analyzed intersection during the weekday AM, midday, and PM and Saturday midday peak hours, as needed, and will be supplemented by nine days of continuous ATR counts. Vehicle classification count data will be collected during each peak hour at several representative intersections along each of the principal corridors in the study area. The turning movement counts, vehicle classification counts, and travel time studies will be conducted concurrently with the ATR counts. Where applicable, available information from recent studies in the vicinity of the study area will be compiled, including data from such agencies as the New York City Department of Transportation (DOT) and the New York City Department of City Planning (DCP).
  - Inventory physical data at each of the analysis intersections, including street widths, number of traffic lanes and lane widths, pavement markings, turn prohibitions, and parking regulations. Signal phasing and timing data for each signalized intersection included in the analysis will be obtained from DOT.
  - Determine existing traffic operating characteristics at each analysis intersection including capacities, volume-to-capacity (v/c) ratios, average vehicle delays, and levels of service (LOS) per traffic movement, per intersection approach, and per overall intersection. The methodology of the 2000 Highway Capacity Manual (HCM) with the latest approved Highway Capacity Software (HCS), will be used for the analysis. Allowances for any on-going construction or temporary road closures will be made.
  - Based on available sources, the latest US Census data and standard references, estimate the travel demand for the future without the Proposed Actions (the No-Action condition), which will include the demand from significant development sites planned in the vicinity of the study area by the analysis year. This will include daily and hourly person trips, and a modal distribution to estimate trips by auto, taxi, and other modes. A truck trip generation forecast will also be prepared. Mitigation measures accepted for all No-Action projects and other NYCDOT initiatives will be included in the future No-Action network.

- Compute the future 2031 No-Action traffic volumes based on an approved background traffic growth rate (0.5% per year for years one through five, and 0.25% per year for subsequent years) for the study area and any significant development projects expected to be completed in the future without the Proposed Actions. Incorporate any planned changes to the roadway system anticipated by the project Build year, and determine the No-Action intersection v/c ratios, delays and levels of service.
- Based on available sources, the latest US Census data, and standard references, develop a travel demand forecast for the RWCDs. Assign that volume of traffic in each analysis period to the approach and departure routes likely to be used, and prepare traffic volume networks for the future with the Proposed Actions (With-Action) condition for each analyzed peak hour. Determine the resulting v/c ratios, delays, and LOS at analyzed intersections for the 2031 With-Action condition.
- Identify the Proposed Action's potential to have significant adverse traffic impacts, in accordance with *CEQR Technical Manual* criteria.

Identify and evaluate traffic mitigation measures, as appropriate, for all significantly impacted locations in the study area, to the fullest extent where practicable. This includes potential mitigation for the street system, including possible roadway modifications, new signal installations, signage, signal changes, and parking regulation changes. Development of these measures will be coordinated with DOT and other agencies as necessary. Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

## Transit

According to the general thresholds used by the Metropolitan Transportation Authority (MTA) and specified in the *CEQR Technical Manual*, detailed transit analyses are not required if the Proposed Actions are expected to result in less than 200 new peak hour subway or bus transit riders, as fewer than this number of new transit trips is considered unlikely to create significant impacts on existing transit facilities.

## Subway

Based on preliminary trip generation estimates, the Proposed Actions are expected to exceed the *CEQR Technical Manual* threshold of more than 200 total peak hour subway trips and 200 peak hour subway trips at a single station during one or more peak hours. The 30<sup>th</sup> Avenue station on the N and W lines is the closest facility to the Project Area and would be the assumed destination for the majority of the subway trips. Because of the distance between the Project Area and this station, a shuttle service is anticipated between the 30<sup>th</sup> Avenue Station and Projected Development Site 1. It is anticipated that the shuttle service would be implemented by the Applicant for residents of the Proposed Project. The Applicant would commit to providing a subway shuttle through a Restrictive Declaration. Subway transit trips generated by the proposed development are expected to be assigned to the 30<sup>th</sup> Avenue station. Generally, detailed analyses are not provided during the weekday midday peak hours as subway system ridership is substantially lower during these time periods than during the weekday AM and PM peak periods and incremental demand from an individual project can be accommodated without noticeably affecting system operations. Therefore, the EIS an analysis of weekday AM and PM line haul conditions of the N and W lines will also be provided. This analysis will focus on the key stairways and entrance control areas of the station, and will include the following subtasks:

- As the Proposed Actions would result in over 200 peak hour subway trips at a single station, a detailed analysis of subway station stairways and entrance control areas will be conducted at the 30<sup>th</sup> Avenue subway station in the weekday AM and PM peak hours.
- The analysis will be conducted based on counts conducted at those control areas and/or pedestrian circulation elements that would be traversed by significant concentrations of project-generated trips (over 200 peak hour trips).
- Conditions and volumes for the existing conditions will be determined based on the analysis described above and specified in the *CEQR Technical Manual*.
- Conditions and volumes in the future without the Proposed Actions will be determined using background growth rates specified in the *CEQR Technical Manual* and accounting for any trips generated by No-Action developments.
- Conditions and volumes in the future with the Proposed Actions will be determined based on the assignment of project-generated subway trips.
- Any potential impacts on the analyzed subway stations will be identified using CEQR impact criteria. Transit mitigation, if any, will be determined in conjunction with the lead agency and NYC Transit.

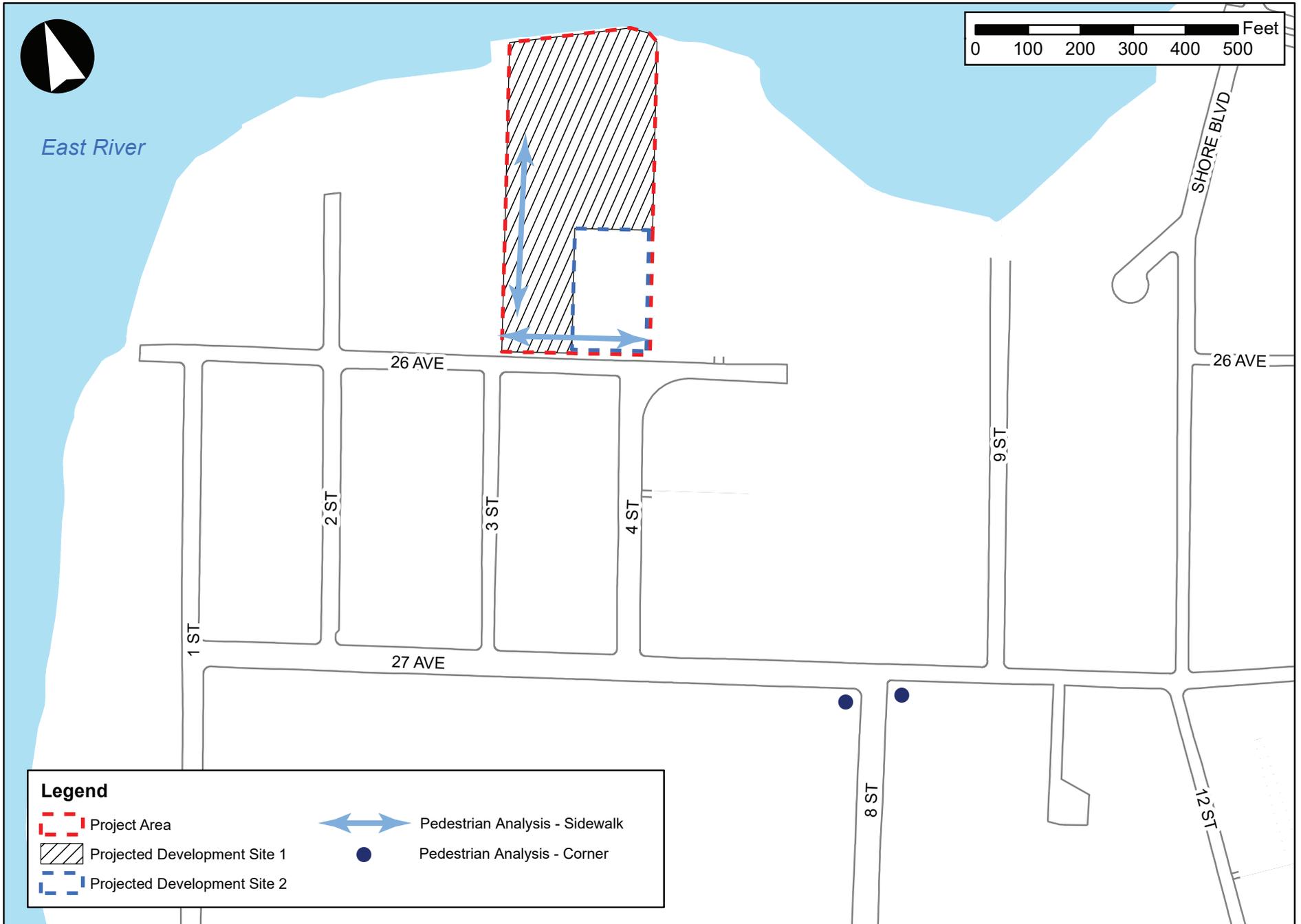
### **Bus**

Bus routes serving the study area include the Q102, Q18, and Q19 bus routes, which travel along 27<sup>th</sup> Avenue. The Q102 and Q18 bus routes both provide access to the 30<sup>th</sup> Avenue subway station. The Q19 provides access to the Astoria Boulevard N and W station. Based on the travel demand forecast, peak hour bus-only trips would increase by a net total of 105, 74, 123 and 121 during the weekday AM, midday, PM and Saturday periods, respectively. These incremental bus trips – distributed between the Q18, Q19 and Q102 routes – are not expected to exceed 50 additional trips on one route in any one direction in either the weekday AM or PM peak hours and, therefore, a detailed bus-line haul analysis is not warranted.

### **Pedestrians**

Except for trips by auto or taxi, all project-generated trips would include a walk component using local sidewalks, street corners, and crosswalks to access the Project Area. As a result, there would be more than 200 pedestrian trips in all peak hours, with volumes highest on those facilities closest to the project site entrances and gradually diminishing as project-generated pedestrian volumes become more dispersed further from the site. Accordingly, the EIS will provide detailed pedestrian analyses for the pedestrian facilities in the immediate vicinity of the Project Area, with a focus on 27<sup>th</sup> and 3<sup>rd</sup> Avenues. In addition, as the Proposed Project would include a shuttle service to the 30<sup>th</sup> Avenue subway station with a drop-off/pick-up location proposed along the north side of 30<sup>th</sup> Avenue at 31<sup>st</sup> Street, the northwest corner of 31<sup>st</sup> Street and 30<sup>th</sup> Avenue would also be assessed in the pedestrian analysis. This analysis will include the following subtasks:

- Conduct and analyze pedestrian counts at critical locations in the study area. Corners, crosswalks, and adjoining sidewalks will be evaluated at locations receiving 200 or more action-generated peak hour pedestrian trips. Pedestrian assignment diagrams will be prepared to assist in identifying these locations. The pedestrian analysis will focus on the following pedestrian elements (see **Figure 9**):



### *Sidewalk*

1. Third Street north of 26<sup>th</sup> Avenue (*east sidewalk*)
2. 26<sup>th</sup> Avenue between Third and Fourth Street (*north sidewalk*)

### *Corner*

3. Eighth Street and 27<sup>th</sup> Avenue (*southeast corner*)
  4. Eighth Street and 27<sup>th</sup> Avenue (*southwest corner*)
- Identify the potential for the Proposed Actions to have significant pedestrian impacts, through a comparison of future No-Action to the future With-Action conditions.
  - If significant pedestrian impacts are identified, feasible mitigation measures, including widening crosswalks, extending corners, and eliminating sidewalk obstructions, will be explored to mitigate these impacts.

## **Vehicular and Pedestrian Safety**

Traffic accidents involving pedestrians as well as bicycles at key study area intersections will be researched and documented. These data will be analyzed to determine if any of the studied locations may be classified per CEQR criteria as high vehicle crash or high pedestrian/bike accident locations and whether trips and changes resulting from the Proposed Actions would adversely affect vehicular and pedestrian safety in the area. In addition, because the intersection of 26<sup>th</sup> Avenue and 3<sup>rd</sup> Street is unsignalized and would serve as the entrance to Projected Development Site 1, vehicular and pedestrian safety conditions will be assessed at this location. The potential for the Proposed Actions to have significant pedestrian and/or bicycle impacts will be identified and possible remedies and/or improvements will be proposed for DOT consideration.

## **Parking**

If project-generated parking demand cannot be fully accommodated within the Project Area, a detailed analysis of on-street and off-street parking conditions will be provided in the EIS. A detailed inventory of existing on-street and off-street parking would be conducted for the weekday midday period (when parking in a business area is frequently at peak occupancy) and weekday overnight period (when residential parking demand typically peaks) to document existing supply and demand for each period. Parking utilization within ¼-mile of the project site will be analyzed. If the initial on- and off-street parking assessment shows conditions at or near capacity, then a parking assessment would be conducted up to a ½-mile radius to determine if capacity is available to accommodate the projected demand. The parking analyses would document changes in the parking utilization in proximity to the Project Area under the No-Action and With-Action conditions based on accepted background growth rates and projected demand from No-Action and With-Action development on the project site and other major projects in the vicinity of the study area.

Parking demand generated by the residential component of the Proposed Project will be forecasted based on auto ownership data for the Project Area and the surrounding area. Parking demand from all other uses will be derived from the forecasts of daily auto trips generated by these uses.

## TASK 12. AIR QUALITY

The air quality studies for the proposed development will include both mobile and stationary source analyses. As the proposed developments will provide a new accessory parking garages, the effects of CO and PM<sub>2.5</sub> emissions from parking vehicles will be analyzed.

The stationary source air quality impact analysis will assess the effects of emissions (e.g., sulfur dioxide, particulate matter, and nitrogen oxides) from the proposed development's heat and hot water systems. The proposed developments will also introduce new residential uses in an area that is currently zoned for manufacturing uses. Therefore, an analysis to examine the potential for impacts from light industrial uses in the surrounding area on the proposed sensitive uses will be performed. In addition, emissions from large sources within 1,000 feet of the Project Area will be examined for their potential impact on the proposed developments.

No waterborne ferries or tugboats would operate adjacent to the Project Area, and the emissions from vehicular traffic on the RFK Bridge are located too far from the Project Area (more than 1,000 feet away) to adversely impact the proposed residential developments.

### Mobile Source Analysis

The mobile source analysis will evaluate the Proposed Actions for potential impacts from CO and PM<sub>2.5</sub> due to vehicular traffic anticipated to be generated by the Proposed Actions to see if emissions thresholds specified in the CEQR *Technical Manual* are exceeded:

- Assess the potential CO and PM<sub>2.5</sub> impacts associated with the proposed accessory parking garage(s). An analysis will be used following the procedures prescribed in the *CEQR Technical Manual* to determine maximum potential worst-case impacts. Cumulative impacts from on-street sources and emissions from the proposed garage will be calculated, where appropriate. Future CO and PM<sub>2.5</sub> pollutant levels will be compared with standards and applicable de minimis criteria.
- The air quality mobile source analysis for the project impacted intersections would initially utilize the CEQR intersection screening criteria for both CO and PM<sub>2.5</sub>. Detailed analyses would be conducted if any intersections fail the screening analysis.

### Stationary Source Analyses

#### *HVAC Analysis*

The analysis process would be conducted, in accordance with the *CEQR Technical Manual* procedures, as follows:

- The effects of emissions from stationary sources associated with the Proposed Actions will be addressed. Analyses will be performed using the screening procedures from the *CEQR Technical Manual* to determine whether emissions from any substantial on-site HVAC facilities are significant. Impacts on existing or project sites with sensitive uses, such as residences or community facilities, will be determined as part of this task, and a cumulative analysis will be performed to assess impacts on off-site sensitive receptor location. The analyses of the potential impacts will address the NAAQS, in particular, the 1-hour and annual standards for NO<sub>2</sub>, and the 1-hour standard for SO<sub>2</sub> if the use of No.2 fuel oil is assumed, and the 24-hour PM<sub>2.5</sub> and annual PM<sub>2.5</sub> CEQR de minimis criteria. The NY DEC DAR-10 guidance will be followed for the assessments.

- If warranted, analyze the potential combined impacts from clusters of HVAC emissions (i.e., HVAC emissions from buildings resulting from the Proposed Actions of approximately the same height or higher that are located in close proximity to one another) to significantly impact existing land uses and other buildings resulting from the Proposed Actions. Clusters will be selected based on the heights of the buildings that comprise the cluster, proximity of the cluster buildings to each other, and the difference in stack heights no more than 10 to 15 feet with no city street in between.

### **Industrial Source Analysis**

The analysis process would be conducted, in accordance with the *CEQR Technical Manual* procedures, as follows:

- The industrial sources within 400 feet of a proposed development would be identified and assessed. Based on this information, a determination will be made of whether further analysis is necessary. In addition, New York City Department of Environmental Protection (DEP) permit records will be reviewed via CATS to identify permitted facilities within the study area. If permits are identified within the study area, DEP permit records will be requested and reviewed for each potential industrial source block/lot. Permits for emergency generators, gas stations, boilers and small drycleaners will be excluded from further consideration per DEP guidelines. Similarly, sites that are no longer in existence based on the field review will not be considered. Unpermitted sources identified in the field review will be considered for analysis.
- If analysis is necessary, the Table 17-3 in the CEQR Technical Manual Chapter 17 will be used to estimate the short-term and long-term concentrations of Air Toxics at the potential receptor sites. Predicted worst-case impacts on the project will be compared with the short term guideline concentrations (SGC) and annual guideline concentrations (AGC) reported in the DEC's DAR-1 AGC/SGC Tables to determine the potential for significant impacts. In the event that violations of standards are predicted, the AERMOD will be conducted for the detail analysis. A health risk and hazardous index assessment will also be performed to determine any public health impacts from these emissions on future residents as per DEC DAR-1.

### **TASK 13. GREENHOUSE GAS ANALYSIS (GHG)**

As the Proposed Actions would exceed 350,000 sf of development, the analysis of GHG emissions will be included as a separate chapter in the EIS.

- Sources of GHG from the proposed development will be identified. The pollutants for analysis will be discussed, as well as the various city, state, and federal goals, policy, regulations, standards and benchmarks for GHG emissions.
- Fuel consumption will be estimated for the proposed buildings based on the calculations of energy use estimated for the RWCDs in the energy screening analysis conducted as part of the EAS document.
- GHG emissions associated with project-related traffic will be estimated for the Proposed Actions using data from the transportation analysis. A calculation of Vehicle Miles Traveled (VMT) will be prepared.
- The types of construction materials and equipment proposed will be discussed along with opportunities for alternative approaches that may serve to reduce GHG emissions associated with construction.

- A qualitative discussion of stationary and mobile sources of GHG emissions will be provided in conjunction with a discussion of goals for reducing GHG emissions to determine if the project is consistent with GHG reduction goals, including building efficient buildings, use of clean power, transit-oriented development and sustainable transportation, reduction of construction operations emissions, and use of building materials with low carbon intensity.

#### **TASK 14. NOISE**

As the Proposed Actions involves residential development in an existing manufacturing zone, noise studies will be completed to determine whether standard window wall attenuation would be sufficient or if portions of the proposed development would require additional noise attenuation that would ensure acceptable indoor noise conditions. In addition, the potential for project-induced traffic to affect sensitive existing and future land uses would be evaluated by estimating future vehicular traffic-induced noise levels and comparing them with traffic noise levels in the No-Action scenario at the sensitive receptor sites most likely to be affected.

No detailed analysis of potential noise impacts due to outdoor mechanical equipment will be performed, as outdoor mechanical equipment would be designed to meet applicable regulations. Moreover, the Project Area is not located in the vicinity of air or rail facilities, and is more than two miles away from the mapped noise contours for LaGuardia airport. The following tasks would be performed in compliance with guidelines contained in the *CEQR Technical Manual*:

- Select appropriate noise descriptors. Appropriate noise descriptors for building attenuation purposes would be selected. Based on CEQR criteria, the noise analysis would examine the L10, and 1-hour equivalent (Leq(1)) noise levels.
- Select receptor locations for building attenuation purposes. Two types of receptor sites would be selected: 1) sites where the Proposed Actions would have the potential for significant noise impacts due to project-generated traffic, and 2) sites where proposed new construction would require specification of window/wall attenuation that would ensure acceptable indoor noise conditions as prescribed in regulations.
- If the current traffic pattern is deemed representative, field noise measurement will be utilized to establish existing noise levels in consultation with DCP. Consequently, if current traffic patterns are deemed not representative, With-Action noise levels from the *Halletts Point FEIS* (CEQR No. 09DCP084Q) will be used for the baseline hourly Leq, L1, L10, L50, and L90 values. The noise PCEs (passenger-car-equivalents) will be calculated utilizing data from the transportation analysis (detailed above) as well as traffic data from the *Halletts Point FEIS* to determine existing and future noise levels.
- Following procedures outlined in the *CEQR Technical Manual* for assessing mobile source noise impacts, future No-Action and With-Action noise levels will be estimated at the noise receptor locations based on acoustical fundamentals. Noise from the nearby stationary source (i.e., the planned play area on the neighboring, non-applicant-owned Block 907, Lot 8) will be determined using the methodology based on the measurements and procedures outlined in the 1992 School Construction Authority (SCA) Playground Noise Study.<sup>1</sup> The SCA study was performed at eight New York City public schools and categorized playgrounds into early childhood, elementary, intermediate, and high school. Based on noise monitoring results, hourly equivalent (Leq) noise levels were determined for the various types of schools. The measurement results and method from the study have been widely recognized in New York City and used for assessing the effects of playground area

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<sup>1</sup> Refer to Section 333 of Chapter 19, "Noise," of the *CEQR Technical Manual*.

noise for preparation of various environmental reviews approved by DCP. All projections will be made with the Leq noise descriptor.

- Determine the cumulative noise impacts from both future mobile and stationary noise sources by logarithmically adding the projected Leq noise values to yield a total maximum-possible Leq noise level. To determine the potential for significant adverse impacts caused by the Proposed Actions, the total With-Action noise levels will be compared to the total No-Action noise levels at each respective receptor location and will be based on the applicable standards and CEQR impact thresholds.
- Determine amount of any building attenuation required for residential and commercial uses as applicable. The level of building attenuation necessary to satisfy CEQR requirements is a function of exterior noise levels and will be determined. Calculated future With-Action noise levels will be compared to appropriate standards and guideline levels. As necessary, recommendations regarding noise attenuation measures needed for the proposed development to achieve compliance with standards and guideline levels will be made.
- Determine whether project-generated traffic would have the potential for causing a significant noise impact. If project-generated traffic would result in a doubling of Noise PCEs, a detailed mobile source noise analysis would be prepared.

## **TASK 15. PUBLIC HEALTH**

According to the *CEQR Technical Manual*, public health is the organized effort of society to protect and improve the health and well-being of the population through monitoring; assessment and surveillance; health promotion; prevention of disease, injury, disorder, disability and premature death; and reducing inequalities in health status. The goal of CEQR with respect to public health is to determine whether adverse impacts on public health may occur as a result of a proposed project, and if so, to identify measures to mitigate such effects.

According to the guidelines of the *CEQR Technical Manual*, a public health assessment may be warranted if an unmitigated significant adverse impact is identified in other CEQR analysis areas, such as air quality, hazardous materials, or noise. If unmitigated significant adverse impacts are identified in any of these technical areas and the lead agency determines that a public health assessment is warranted, an analysis will be provided for the specific technical area or areas.

## **TASK 16. NEIGHBORHOOD CHARACTER**

The character of a neighborhood is established by numerous factors, including land use patterns, the scale of its development, the design of its buildings, the presence of notable landmarks, and a variety of other physical features that include traffic and pedestrian patterns, noise etc. The area surrounding the Project Area is composed of residential development to the south and east, transportation uses and commercial/warehouse uses. Vacant, undeveloped land and parking lots are also prevalent throughout the area.

The Proposed Actions have the potential to alter certain constituent elements of the affected area's neighborhood character, including land use patterns, socioeconomic conditions, traffic and noise levels, and therefore an analysis will be provided in the EIS. As suggested by the *CEQR Technical Manual*, the study area for neighborhood character will be coterminous with the ¼-mile land use study area. The chapter will summarize changes that can be expected in the character of the neighborhood in the future without the Proposed Actions (No-Action condition) as well as describing the Proposed Actions' impacts

on neighborhood character. Subtasks will include:

- Describe the predominant factors that contribute to defining the character of the neighborhood, drawing on relevant EIS chapters.
- Summarize changes in the character of the neighborhood that can be expected in the future No-Action condition based on planned development projects, public policy initiatives, and planned public improvements, as applicable.
- Summarize changes in the character of the neighborhood that can be expected in the future With-Action condition, based on the RWCDs, and compare to the future No-Action condition. A qualitative assessment will be presented, which will include a description of the potential effects of the Proposed Actions on neighborhood character.

## **TASK 17. CONSTRUCTION IMPACTS**

Construction impacts, though temporary, can have a disruptive and noticeable effect on the adjacent community, as well as people passing through the area. Construction impacts are usually important when construction activity has the potential to affect traffic conditions, archaeological resources and the integrity of historic resources, community noise patterns, air quality conditions, and mitigation of hazardous materials. For this chapter of the EIS, the construction schedule for the RWCDs will be described, along with a discussion of the likely staging areas, placement of equipment, the temporary loss of traffic lanes, and number of workers. The analysis will be based on the peak construction period of the project. Technical areas to be analyzed include the following:

- **Projected Development Sites.** This section will assess any physical changes to the Projected Development Sites resulting from the proposed construction. A discussion of construction staging, compliance with building codes and other applicable laws, etc. will be provided.
- **Transportation Systems.** This assessment will qualitatively consider losses in lanes, sidewalks, and other transportation services on the adjacent streets during the various phases of construction, and identify the increase in vehicle trips from construction workers and equipment. If warranted under CEQR guidelines, a travel demand forecast for the RWCDs construction period will be prepared. If warranted, transportation analyses will be performed consistent with the *CEQR Technical Manual* guidance. If significant adverse impacts are identified, measures to mitigate those impacts will be developed and implemented.
- **Air Quality.** The construction air quality impact section will contain a qualitative discussion of both on-site air source emissions from construction equipment and worker and delivery vehicles, and fugitive dust emissions. It will discuss measures to reduce impacts. Based on the findings of the qualitative analysis, a quantitative analysis may be necessary and would be included in the EIS if warranted.
- **Noise Impacts.** The construction noise impact section will contain a qualitative discussion of noise from construction activity. Based on the findings of the qualitative analysis, a quantitative analysis may be necessary and would be included in the EIS if warranted.
- **Hazardous Materials.** In coordination with the work performed for hazardous materials, above, summarize actions to be taken during project construction to limit exposure of construction workers to potential contaminants.
- As appropriate, the construction assessment will discuss the other areas of environmental concern, including Land Use, Zoning and Public Policy, Socioeconomic Conditions, Community Facilities, Open Space, Historic and Cultural Resources, and Infrastructure, for potential construction-related impacts.

## **TASK 18. MITIGATION**

Where significant adverse impacts have been identified in Tasks 2 through 16, measures to mitigate those impacts will be described. These measures will be developed and coordinated with the responsible City/State agencies as necessary, including the DOE, DOT, and New York City Department of Parks and Recreation (DPR). Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

## **TASK 19. ALTERNATIVES**

The purpose of an alternatives section in an EIS is to examine development options that would tend to reduce project-related impacts. The alternatives will be better defined once the full extent of the Proposed Actions' impacts have been identified. The DEIS will include, at a minimum, a No-Action alternative and a No Impact/No Unmitigated Impact alternative. Additional alternatives may be defined once the full extent of the Proposed Actions' impacts has been identified. The alternatives analysis is qualitative, except where significant adverse impacts of the Proposed Actions have been identified. The level of analysis depends on an assessment of project impacts determined by the analysis connected with the appropriate tasks.

## **TASK 20. SUMMARY EIS CHAPTERS**

In accordance with CEQR guidelines, the EIS will include the following three summary chapters, where appropriate to the Proposed Actions:

- **Unavoidable Adverse Impacts** - which summarizes any significant adverse impacts that are unavoidable if the Proposed Actions are implemented regardless of the mitigation employed (or if mitigation is not feasible).
- **Growth-Inducing Aspects of the Proposed Actions** - which generally refer to "secondary" impacts of the Proposed Actions that trigger further development.
- **Irreversible and Irrecoverable Commitments of Resources** - which summarizes the Proposed Actions and the impacts in terms of the loss of environmental resources (loss of vegetation, use of fossil fuels and materials for construction, etc.), both in the immediate future and in the long term.

## **TASK 21. EXECUTIVE SUMMARY**

Once the EIS technical sections have been prepared, a concise executive summary will be drafted. The executive summary will use relevant material from the body of the EIS to describe the proposed development, the necessary approvals, study areas, environmental impacts predicted to occur, measures to mitigate those impacts, unmitigated and unavoidable impacts (if any), and alternatives to the Proposed Actions.