



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

**CITY ENVIRONMENTAL QUALITY REVIEW
NOTICE OF COMPLETION FOR THE
FINAL ENVIRONMENTAL IMPACT STATEMENT
HUNTER'S POINT SOUTH REZONING AND RELATED ACTIONS**

Lead Agency: Office of the Deputy Mayor for Economic Development

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Location: The proposed actions include two sites: Site A and Site B. Site A is approximately 30 acres located in the Hunter's Point section of Long Island City, Queens, generally bounded to the north by 50th Avenue, to the west by the East River, to the south by Newtown Creek, and to the east by 2nd Street.

Site B, a privately owned site, is approximately 7.5 acres and located adjacent to Site A in the Hunter's Point section of Long Island City, Queens, generally bounded to the north by 54th Avenue, to the west by 2nd Street, to the south by Newtown Creek, and to the east by the prolongation of 5th Street.

Pursuant to the City Environmental Quality Review (CEQR), Mayoral Executive Order 91 of 1977, as amended, and the CEQR Rules of Procedure found at Title 62, Chapter 5 of the Rules of the City of New York, and the State Environmental Quality Review Act (SEQRA), Article 8 of the State Environmental Conservation Law and its implementing regulations found at Title 6 NYCRR Part 617, a Final Environmental Impact Statement (FEIS) has been prepared for the actions described below and is available for public inspection at the offices listed on the last page of this notice. On October 12, 2007, the Office of the Deputy Mayor for Economic Development issued a Positive Declaration and Notice of Intent to Prepare a Draft Environmental Impact Statement for the Hunter's Point South Rezoning and Related Actions project. A Draft Scope of Work for the EIS was issued

and distributed on October 16, 2007. A public scoping meeting was held on November 15, 2007 to accept oral comments, and written comments were accepted until November 30, 2007. The Final Scoping Document was issued on March 28, 2008 and a Notice of Completion for the Draft Environmental Impact Statement (DEIS) was issued on April 2, 2008. A public hearing on the DEIS was held in conjunction with the City Planning Commission's public hearing pursuant to the Uniform Land Use Review Procedure (ULURP) on August 13, 2008 at Tishman Auditorium, Vanderbilt Hall, New York University School of Law, 40 Washington Square South, New York, New York. Written comments on the DEIS were accepted until 5:00 P.M. on August 25, 2008. A Statement of Findings for the FEIS will be issued no sooner than September 23, 2008.

A. PROJECT DESCRIPTION

The Office of the Deputy Mayor for Economic Development, in coordination with the New York City Economic Development Corporation (NYCEDC), New York City Department of City Planning (NYCDCP), New York City Department of Housing Preservation and Development (NYCHPD), and New York City Department of Parks and Recreation (NYCDPR), is sponsoring an initiative by the City of New York (City) to implement the Hunter's Point South Rezoning and Related Actions (the proposed actions) in the Hunter's Point neighborhood of Long Island City, Queens.

The purpose of the proposed actions is to facilitate the implementation of a large-scale, mixed-use development plan, Hunter's Point South, that provides a substantial amount of affordable housing and to allow for the residential redevelopment of a privately owned adjacent site. The development of the Hunter's Point South project would be an integral part of the City's New Housing Marketplace plan for the provision of 165,000 units of affordable housing. In addition to housing, the new development on public land would also include retail uses, community space, a public school, public parkland (including waterfront access) and other public and private open spaces, and accessory parking. Redevelopment of the privately owned development also would include public waterfront access. The new publicly accessible waterfront recreation areas would provide significant benefits to the Long Island City community, the Borough of Queens, and the City as a whole.

To implement the new development, a number of discretionary actions are proposed, including changes to the City Map to create new roads and parks; changes to the zoning map to change the zoning districts that apply to the project sites from manufacturing to residential districts with commercial overlay; and changes to the text of the Zoning Resolution to create a new Special Zoning District tailored to the goals for new development on the sites. Other proposed actions include acquisition and disposition of land by the City; designation of an Urban Development Action Area; site plan approval for a new school; and modification to the Empire State Development Corporation (ESDC) Hunters Point (Queens West) Waterfront Development Land Use Improvement Project General Project Plan (GPP) for Queens West to remove Site A from the Queens West project and related actions arising from this change to the GPP.

B. PROPOSED ACTIONS

To implement the City's residential development plan for Site A and to facilitate the redevelopment of the privately owned Site B, a package of public actions is proposed.

CHANGES TO THE CITY MAP

The proposed changes to the City Map include eliminating the mapped but unbuilt streets and parkland on Site A and establishing new parks and streets within Site A. With these changes, seven new development parcels would be created at Site A (Parcels A through G). The changes to the City Map include:

- The elimination of the following mapped but unbuilt streets generally located between the East River and 2nd Street: Center Boulevard, 54th Avenue, Newtown Creek Road, Newtown Creek Terrace, and Hunter’s Point Place.
- The establishment of the following streets:
 - Center Boulevard in a new location between 50th Avenue and 57th Avenue;
 - 2nd Street between 56th Avenue and 57th Avenue;
 - 51st Avenue between 2nd Street and Center Boulevard;
 - 54th Avenue between its current mapped terminus, which is at the former Center Boulevard, and the proposed Center Boulevard;
 - 55th Avenue between Center Boulevard and 2nd Street;
 - 56th Avenue between Center Boulevard and 2nd Street; and
 - 57th Avenue between Center Boulevard and 2nd Street.
- The widening of 2nd Street between 50th Avenue and 56th Avenue, except for a portion between Borden Avenue and 54th Avenue (2nd Street is built).
- The narrowing of Borden Avenue between 2nd Street and Center Boulevard (this segment of Borden Avenue is currently mapped but not built).
- The narrowing of 50th Avenue between 2nd Street and Center Boulevard (this segment of 50th Avenue is built).
- The elimination of mapped parklands, the establishment of park additions, and the delineation of permanent sewer corridors within an area generally bounded by proposed Center Boulevard, 2nd Street, the U.S. Pierhead line, and 50th Avenue.
- The establishment of a park generally along the south side of proposed 55th Avenue between Center Boulevard and 2nd Street.

In tandem with these actions and with the elimination of Site A from the Queens West GPP, the City is also proposing off-site changes to the City Map. Specific actions are as follows:

- De-map an unbuilt portion of 48th Avenue between Vernon Boulevard and 21st Street, which was intended to serve as a vehicular tunnel to bypass the intersection of Jackson Avenue and 11th Street.
- Eliminate an approximately 1-foot-deep strip of mapped but unbuilt park on the south side of 48th Avenue between Vernon Boulevard and 11th Street.

ZONING MAP AMENDMENTS

The zoning map amendments proposed as part of the proposed actions are:

- Rezone Site A from M3-1 (2.0 FAR¹) to R10 (12.0 FAR) with a C2-5 (2.0 FAR) overlay along 2nd Street and key locations along Center Boulevard, Borden Avenue, and 55th Avenue.
- Rezone Site B from M1-4 (2.0 FAR) to R7-3 (5.0 FAR) with a C2-5 (2.0 FAR) overlay along 2nd Street.
- Establish the Special Southern Hunter’s Point District on Sites A and B.

¹ Floor Area Ratio, or FAR, is a measure of density establishing the amount of development allowed in proportion to the base lot area. For example, a lot of 10,000 square feet with a FAR of 1 has an allowable building area of 10,000 square feet. The same lot with an FAR of 10 has an allowable building area of 100,000 square feet.

ZONING TEXT AMENDMENTS

Zoning text amendments are proposed to establish a new special zoning district on Sites A and B—the Special Southern Hunter’s Point District—to ensure the redevelopment of Sites A and B is consistent with the planning and design work completed to date. Within the Special Southern Hunter’s Point District, two subdistricts would be established: the East River Subdistrict (Site A west of 2nd Street to the Pierhead Line) and the Newtown Creek Subdistrict (Site B). The Special District is intended to promote appropriate redevelopment adjacent to the waterfront, which reflects several of the recommendations and planning objectives developed for the Hunter’s Point South project. The proposed Special District would modify the underlying provisions of the floor area provisions of the proposed R10 and R7-3 districts and would set forth maximum floor areas in the proposed East River Subdistrict. The Special Southern Hunter’s Point District would also establish two floor area bonuses within the Newtown Creek Subdistrict related to the provision of a new publicly accessible private street and an abutting landscaped publicly accessible open area and to Inclusionary Housing. A Waterfront Access Plan is also proposed to tailor the waterfront access requirements to Site B.

(E) DESIGNATIONS

(E) Designations would be applied to Site B (Block 11, Lot 1): an (E) Designation for hazardous materials would require that pre-development activities include implementation of a Phase II sampling protocol and remediation to the satisfaction of the New York City Department of Environmental Protection (NYCDEP) before the issuance of a building permit; an (E) Designation for air quality would set forth requirements for fuel type and stack location to ensure that no adverse air quality impacts would occur from the buildings’ heating, ventilation, and air conditioning systems; and an (E) Designation for noise would ensure that CEQR requirements for building noise attenuation are met.

ACQUISITION OF LAND

Redevelopment of Site A may require the acquisition of land by the City. Site A comprises several tax lots and de-mapped streets:

- Block 6, Lot 1, the location of the Tennisport, is currently owned by QWDC, a subsidiary of ESDC. After ESDC’s modification of its GPP to remove this site from the General Project Plan, either NYCEDC will acquire the Tennisport, or if ULURP acquisition authority is first obtained, then the City may directly acquire those properties from QWDC. With ULURP approval, the City acting through NYCHPD may then acquire all or portions of the development parcels on this lot from NYCEDC.
- Block 1, Lots 1 and 10; Block 5, Lot 1; Block 6, Lots 2, 14, and 38 are owned by the Port Authority of New York and New Jersey (PANYNJ). PANYNJ also owns the de-mapped portions of 54th Avenue and 55th Avenue between 2nd Street and the East River for which tax lot numbers have not been assigned. PANYNJ would convey these properties to NYCEDC, or if ULURP acquisition authority is first obtained, then the City may directly acquire those properties from the Port Authority. With ULURP approval, the City acting through NYCHPD may then acquire all or portions of the development parcels on this lot from NYCEDC.

In all events, the City will ultimately hold fee title to properties within Site A that are proposed for new streets and parks. Portions of these properties are currently owned by PANYNJ, QWDC, and the New York State Office of General Services.

DESIGNATION AS AN URBAN DEVELOPMENT ACTION AREA PROJECT

The City seeks designation of an Urban Development Action Area and approval of a UDAAP project on Site A pursuant to Article 16 of the General Municipal Law to enable Site A to be developed.

DISPOSITION OF LAND

The property to be acquired by the City is proposed for disposition to a developer selected by NYCHPD.

SCHOOL SITE PLAN APPROVAL

Development of a new school on Site A would require site plan approval by the Mayor and City Council pursuant to the requirements of the New York City School Construction Authority Act.

MODIFICATION TO THE QUEENS WEST GENERAL PROJECT PLAN AND RELATED ACTIONS

Development of Site A pursuant to the proposed Special Zoning District would require modification by ESDC of the GPP currently in place for the Queens West project on Site A. The proposed modification would remove Site A and 48th Avenue between Vernon Boulevard and 21st Street that was intended to serve as a vehicular tunnel to bypass the intersection of Jackson Avenue and 11th Street, from the GPP. Other related actions by ESDC and/or QWDC required by the proposed actions would include the transfer of Block 6, Lot 1 to NYCEDC or directly to the City through NYCHPD; the amendment of the Mapping Agreement between ESDC and New York City to relieve ESDC of any obligation to construct streets outside the Queen West Project site as revised by the modified GPP and to provide for the transfer of streets in Stage 2 of the remaining Queens West development when such streets are constructed; the transfer of streets in Stage 1 of the Queens West development to the City prior to or contemporaneous with the transfer of Block 6, Lot 1 to NYCEDC or directly to the City through NYCHPD; the termination of the Municipal Agreement among ESDC, the City, NYCEDC and the PANYNJ; and the entering of a new management agreement with the PANYNJ with regard to the remaining portion of the Queens West development.

LAND DISPOSITION AGREEMENT

The Site A parcels, other than the portion of Parcel B that would be developed as a school, would be developed in accordance with a Land Disposition Agreement (LDA), to ensure that appropriate measures are implemented to avoid impacts related to hazardous materials, air quality, and noise.

For hazardous materials, the LDA will require that appropriate testing and remediation activities are performed prior to and/or during development of the parcels on Site A such that future redevelopment proceeds in a manner protective of public health. For all other areas of Site A (the areas that would become streets and parks), appropriate testing and remediation activities would also be performed prior to and/or during development such that future redevelopment proceeds in a manner protective of public health. For air quality, the LDA will restrict fuel type and stack locations to ensure that no significant adverse air quality impacts would occur. For noise, the LDA will require that on Site A at least 30 dBA of building attenuation is provided for residential and community facility uses.

For the school on Parcel B, the New York City School Construction Authority (SCA) would be responsible for the design and construction. Under the terms of its enabling legislation, SCA must comply with SEQRA. Therefore, SCA would undertake appropriate measures to avoid impacts related to hazardous materials, air quality, and noise on the school portion of Parcel B. For hazardous materials, following acquisition of the site for the school on Parcel B, SCA would undertake additional site-specific investigations to determine the specific measures and engineering controls that would be implemented to avoid hazardous materials impacts.

OTHER ACTIONS

Site A is currently subject to waterfront permits issued by the U.S. Army Corps of Engineers (USACE) and the New York State Department of Environmental Conservation (NYSDEC). These

permits allow development of a waterfront park and installation of new stormwater outfalls. As part of the proposed actions, it is anticipated that the waterfront permits, as they pertain to Site A, would be transferred from QWDC to the City of New York; or, if required, the City would apply for new permits for work at Site A. After the new waterfront park has been designed, the City may seek to modify the existing permits to accommodate the new park design. If changes to the waterfront conditions are proposed, modifications to those permits or new permits may be required. For example, once an Amended Drainage Plan has been developed for Site A, changes may need to be proposed to the location of outfalls. In addition, once the design for the new park has been developed, if any changes are proposed to the water's edge or to other conditions set forth in the permit, these would also require modifications to the site's permits.

Site A is currently mapped with a number of easements, including two for the Queens-Midtown Tunnel, an easement for Amtrak's 34th Street Tunnel, three easements for the Long Island Rail Road (LIRR), and several utility easements for the New York State Power Authority, New York City Department of Environmental Protection, Con Edison, and Verizon New York Telephone. For these areas, coordination with these entities would be required prior to future construction.

C. PROBABLE IMPACTS OF THE PROPOSED ACTIONS

LAND USE, ZONING, AND PUBLIC POLICY

The proposed actions are not expected to result in significant adverse impacts to the land use on the project sites or in the study area. The proposed actions would result in the redevelopment of Sites A and B according to new zoning district designations and a new Special Southern Hunter's Point District. The proposed special district would establish new allowable use and bulk regulations for Sites A and B. The redevelopment of Sites A and B according to these new zoning regulations would result in the transformation of an underutilized waterfront parcel and a site containing distribution uses to a higher density mixed-use neighborhood with residential, retail, community facility (including a school) and park and open space uses. The proposed development would be compatible and consistent with land uses surrounding the project sites, including the Hunter's Point mixed-use neighborhood to the east and the higher-density Queens West development to the north. The proposed actions would also be consistent with development trends in the study area, particularly residential redevelopment.

The proposed actions are not expected to result in adverse zoning impacts. The proposed actions would change the zoning of Site A and Site B to increase the maximum allowable FAR and to permit residential uses, thereby allowing the development of a dense residential neighborhood. These zoning changes would be compatible with the zoning of the mixed-use areas to the east and residential area to the north of Site A and would not be expected to have an adverse impact on the manufacturing areas adjacent to Site B.

SOCIOECONOMIC CONDITIONS

DIRECT BUSINESS AND INSTITUTIONAL DISPLACEMENT

The proposed actions would not result in significant adverse impacts due to direct business and institutional displacement. The proposed actions would directly displace a recreational use (Tennisport) from Site A and would eliminate the potential use of Site B for manufacturing uses similar to those there today. Collectively, the businesses on the project sites employ approximately 228 workers.

Based on guidelines in the *CEQR Technical Manual*, the potentially displaced businesses were determined not to be of substantial economic value to the City or region; they do not provide products

or services unique to New York City or regional area, and the study areas' residents and businesses are not dependent on the displaced businesses for day-to-day needs. The businesses on Site B do not appear to have site-specific needs unique to their current location and real estate data indicate suitable space is available in other industrial areas in Queens or elsewhere in the City. Further, the businesses on the two sites do not individually or collectively define neighborhood character within the study areas. The businesses on the sites do not have a substantial number of jobs in the economic sectors with the highest employment in the primary and secondary study areas (i.e., those that contribute substantially in an economic sense to the character of the neighborhood).

INDIRECT BUSINESS AND INSTITUTIONAL DISPLACEMENT

The proposed actions would not result in significant adverse impacts due to indirect business and institutional displacement. The direct displacement of the businesses on the project sites would not lead to indirect displacement because these businesses do not directly support other businesses in the area, nor do they bring large numbers of people to the area that form a customer base for local businesses. While the employees of directly displaced businesses and indirectly displaced residents may form a portion of the customer base of neighborhood service establishments (food and drink establishments, retail, etc.), they would be replaced by a substantial new residential population, as intended by the goals of the proposed actions.

For the portions of the study areas north of Borden Avenue, the combination of residential, retail, community facility, parking, and open space introduced by the proposed actions would not alter or accelerate trends to alter existing economic patterns, because these uses are already prominent and there is a well-established trend toward residential and commercial redevelopment that is expected to continue independent of the proposed actions. The area south of Borden Avenue and west of 11th Street, however, could experience increased rent pressures due to the introduction of residential uses south of Borden Avenue with the proposed actions. However, the potential for indirect displacement would likely be limited to locations on the north side of 54th Avenue north of Site B, which would be located closest to residential uses intended for Site B. All establishments in this area south of Borden Avenue and west of 11th Street are located within the Long Island City Industrial Ombudsman Area, which provides business support and services that enhance the area's value as an industrial location and in doing so could temper market forces to convert to other uses. Overall, therefore, only limited indirect displacement of businesses is anticipated in the area south of Borden Avenue, and no indirect displacement of businesses would occur elsewhere in the study area.

ADVERSE EFFECTS ON SPECIFIC INDUSTRIES

The proposed actions would not result in significant adverse impacts on any specific industry within, or outside of, the study areas. The businesses on the project sites are not concentrated in any specific industry sector. None of the businesses subject to displacement are essential to the survival of an industry sector within, or outside of, the study areas.

DIRECT RESIDENTIAL DISPLACEMENT

Currently, the project sites do not contain any residential uses. Therefore, the proposed actions would not result in significant adverse impacts due to direct residential displacement.

INDIRECT RESIDENTIAL DISPLACEMENT

The proposed actions would not result in significant adverse impacts due to indirect residential displacement. The proposed actions would introduce 6,650 new residential units, or an estimated 12,968 new residents, to the study areas. Although this is a substantial addition to the study areas' population, the new population at Sites A and B would not be expected to introduce or accelerate a trend toward increased market rents in the study area. There is already a very strong trend in the

primary study area for the development of new market-rate housing, which has substantially increased the population of the study area over the past 15 years and has been gradually shifting the socioeconomic characteristics of the study area. The proposed actions would offer housing opportunities for a wide range of incomes through the provision of both affordable and market-rate units and this mix of market-rate and affordable housing could serve to relieve rather than increase residential market pressure in the study area. Therefore, the proposed actions would not introduce or accelerate a trend toward increased market rents to cause indirect residential displacement.

COMMUNITY FACILITIES

PUBLIC SCHOOLS

The project sites are located within Planning Zone 3 (Zone 3) of Community School District 30 (CSD 30). The analysis of public schools considers the proposed actions' impact on elementary and intermediate schools within a 1½-mile study area and within Zone 3 and CSD 30, as well as on high schools within Queens.

The assessment finds that the proposed actions would not have a significant adverse impact on intermediate schools within Zone 3 or CSD 30, or on high schools within the borough of Queens. The proposed actions would result in a significant adverse impact on elementary schools within the 1½-mile study area, Zone 3, and CSD 30, as well as on intermediate schools within the 1½-mile study area. (Elementary and intermediate schools in these study areas will be operating over capacity in the future without the proposed actions because of new students from the many residential projects expected to be complete by 2017.) The quantitative analysis does not account for new elementary and intermediate school seats that will be constructed in the future without the proposed actions (including seats that may be constructed within the 1½-mile study area). It also does not account for the school seats that would be provided under the proposed actions (an approximately 1,250-seat intermediate/high-school would be provided). However, even with the additional school seats planned in the future without the proposed actions, the Hunter's Point South Rezoning and Related Actions would result in significant adverse impacts on elementary schools within the 1½-mile study area, Zone 3, and CSD 30, and on intermediate schools within the 1½-mile study area. The estimated shortages of seats would be substantial:

- Elementary Schools: A deficit of 1,265 seats (153 percent utilization) in the 1½-mile study area, of 807 seats (115 percent utilization) in Zone 3; and of 1,486 seats (108 percent utilization) in CSD 30.
- Intermediate Schools: A shortfall of 949 intermediate school seats in the 1½-mile study area (358 percent utilization).

The impact on intermediate schools would be partially or fully addressed by the inclusion of new intermediate school seats in the new school planned at Hunter's Point South as part of the proposed actions. The impact on elementary schools would not be mitigated.

LIBRARIES

The new residents added by the proposed actions would increase the population served by the Court Square Library by 13 percent and the planned Queens West Branch by almost 40 percent. However, this increase would not constitute a significant adverse impact because the Queens West Branch library is planned specifically to meet the growing need for library services in Hunter's Point.

PUBLIC DAY CARE CENTERS

With the proposed actions, the residents of the affordable units at Site B would generate a new demand for 59 day care slots. Day care facilities near the project sites will already be operating above

capacity because of the many other development projects under construction or planned in the future independent of the proposed actions. If no new day care facilities are added in the study area to respond to this new demand, the 59 new children from the proposed actions would exacerbate the predicted shortage in day care slots and would constitute 26 percent of the collective capacity of day care centers serving the area. This increase would result in a potential significant adverse impact on day care capacity in the area. However, the quantitative analysis does not account for a 5,000-square-foot day care facility that may be built at Queens West in the future without the proposed actions. Although it will likely be privately-run, these slots could be used by the children of income-eligible households with Administration for Children's Services vouchers to finance care at private day care centers. However, if additional day care facilities are not added to the study area, the proposed actions would result in a significant adverse impact on day care facilities.

POLICE AND FIRE PROTECTION

The proposed actions would not affect the physical operations of, or access to and from, a police precinct house, fire station, or emergency medical facility. No significant adverse impacts on police, fire, and emergency medical services would result with the proposed actions.

HEALTH CARE FACILITIES

According to the thresholds in the *CEQR Technical Manual*, the proposed actions would not have significant adverse impacts on hospitals or health care facilities. The proposed actions would result in an increment of approximately 253 emergency room visits per year within the 1½-mile study area. This constitutes an increase of only 0.7 percent over the current number of visits and those expected in the future without the proposed actions. This is below the *CEQR Technical Manual* threshold of a 5 percent increase in demand for health care services and, therefore, would not represent a significant adverse impact with respect to health care services.

OPEN SPACE

The proposed actions would not result in a significant adverse impact on open space resources. In total, the proposed actions would create 13.42 acres of new open spaces on Sites A and B, 8.03 acres of which would be for passive recreation and 5.39 acres of which would be for active recreation. These open spaces would include a large waterfront park along Site A's entire East River shoreline, waterfront walkways and park spaces along the two project sites' entire Newtown Creek shoreline, and other smaller park spaces on the project sites.

Compared with conditions in the future without the proposed actions, the proposed actions would increase the commercial (¼-mile) study area's passive open space ratios, which would exceed the City's recommended guidelines. The proposed actions would also improve open space ratios in the residential (½-mile) study area, where the total open space ratio would increase slightly (by 1.2 percent) and the active open space ratio would increase by 5.0 percent. The passive open space ratio would decrease slightly (by 1 percent) but remains well above the City's guideline values.

Although the total and active open space ratios would continue to be below the recommended levels, the City recognizes that these goals are not feasible for many areas of the City and they are not considered impact thresholds. Further, by adding a substantial new park space, the proposed actions would result in a significant improvement to the area's open space that is not clearly reflected in the quantitative analysis.

SHADOWS

The incremental shadows that would be cast by the reasonable worst-case development scenario's (RWCDs's) buildings would not cause any significant adverse impacts to nearby sun-sensitive

resources. Incremental shadows would fall on various parts of the East River for up to four hours during mornings throughout the year, but these shadows would not significantly affect aquatic resources. Incremental shadows would also fall on portions of Gantry Plaza State Park for more than five hours during the morning and early afternoon hours of the fall, winter, and early spring months and on Peninsula Park on winter afternoons. While the long duration of these shadows could reduce the attractiveness of the park's passive recreation facilities during these seasons, the overall usability of the park would not be significantly affected. In the late spring and summer months, the park would receive ample sunlight, and no significant adverse impact to the health and viability of the park's vegetation would result.

HISTORIC RESOURCES

The proposed actions are not expected to result in any significant adverse impacts on archaeological or architectural resources in the study area. The project sites are not sensitive for archaeological resources, and the architectural resources (i.e., the LIRR car float gantries, Queens-Midtown Tunnel vent building, Pepsi-Cola sign, 108th Police Precinct, and St. Mary's Church) are located more than 90 feet from the project sites and, therefore, outside the area of potential physical impacts. In addition, the proposed actions would not result in adverse contextual impacts nor would any significant views of any architectural resource be blocked. Further, the proposed actions would not significantly alter the visual setting of any architectural resource, nor would they introduce incompatible elements to any architectural resource's setting in the study area.

URBAN DESIGN AND VISUAL RESOURCES

The proposed actions would not have any significant adverse impacts on the study area's urban design and visual resources. The height of the proposed buildings would be similar to the Queens West development buildings that are built or under construction, but the height and setback provisions would reduce the allowed tower dimensions to less than those at Queens West. With a consistent streetwall with heights ranging from 40 to 70 feet, street trees and landscaping, and new park spaces, the urban design of the new development would be compatible with the urban design of the nearby residential community, which includes Queens West and portions of the Hunter's Point neighborhood to the east, featuring a varied mix of building types. The new streets at Site A and Site B would continue the existing street hierarchy from the study area onto the project sites, connecting the new neighborhood to the surrounding area. The streetscape improvements on 50th and 51st Avenues would also serve to integrate the new residential neighborhood with the existing Hunter's Point community.

In addition, the new development would not block any significant view corridors or views of visual resources, limit access to any resource, change the study area's urban design features so that a visual resource is no longer dominant in the area, or change the study area's urban design features so that the context of a visual resource is adversely altered. The proposed actions would maintain existing view corridors to the water and greatly enhance visual access to the waterfront, making available to the public sweeping views of the water and Manhattan skyline as well as the Brooklyn waterfront.

NEIGHBORHOOD CHARACTER

The proposed actions would dramatically transform Site A and Site B from low-density, industrial and commercial sites to a high-density development of residential buildings with retail and community facility uses. Together with the ongoing development at Queens West, the primary study area would have a band of high-rise residential development with a public waterfront park along the entire East River shoreline. Development of Site B would continue the high-density residential neighborhood eastward across 2nd Street, consistent with ongoing development trends in the primary study area (an example of which is the conversion of the PowerHouse).

The new development on Site A would be connected to the Hunter's Point mixed-use neighborhood to the east by its new east-west streets; Site B would be connected by 2nd Street, a north-south street. From locations to the east, the development's towers would be visible in the distance. View corridors to the waterfront and Manhattan skyline beyond would remain between the new buildings, including the existing view corridors down 50th and 51st Avenues toward the Empire State Building.

The proposed actions would almost double the study area's population. However, the proposed actions' mix of affordable and market-rate housing could serve to relieve rather than increase residential market pressure in the study area. Additionally, given the very strong trend already in place in the neighborhood, the new population at Sites A and B would not be expected to introduce or accelerate a trend toward increased market rents in the study area that might cause significant indirect residential displacement. The redevelopment of Site B would introduce new residential uses to the Long Island City industrial area south of Borden Avenue. It is possible that the introduction of this residential use could lead to some limited indirect business displacement because of increased rent pressures. However, the potential for indirect displacement resulting from increased rent pressure is limited, and would not result in significant adverse indirect displacement impacts.

The proposed actions would substantially increase the amount of pedestrian activity and vehicular traffic on the study area's sidewalks and roadways. The increased activity and traffic would be clearly noticeable, but not necessarily adverse. In most locations, significant adverse traffic impacts could be mitigated.

Overall, the effects to neighborhood character would be noticeable but not adverse.

HAZARDOUS MATERIALS

On Site A, Phase I and Phase II Environmental Site Assessments first identified the potential for contamination and then confirmed and characterized the contamination through sampling. Contaminants have been found in Site A's subsurface (related primarily to former petroleum underground storage tanks and historic fill) and inside its buildings (primarily related to asbestos and lead-based paint). With the implementation of protective measures (e.g., soil cap, vapor barrier, sub-slab depressurization system), no significant adverse impacts related to hazardous materials are expected to occur with the proposed actions.

NATURAL RESOURCES AND WATER QUALITY

The proposed actions would not cause any significant adverse impacts on terrestrial plant communities or wildlife, or on floodplains, wetlands, water quality, or aquatic biota in the East River and Newtown Creek. Potential benefits to natural resources that would result from the proposed actions include improved habitat for birds and other wildlife within the waterfront park and other open space areas. During final design of the project, stormwater management measures to reduce the amount and rate of stormwater generated within Site A (e.g., porous pavement, bioswales, etc.) will be considered.

WATERFRONT REVITALIZATION PROGRAM (WRP)

The RWCDs would be consistent with the City's 10 WRP policies and standards. Specifically, the development of 6,650 new apartments, ground-floor retail and community facility space, a school, and more than 13 acres of publicly accessible open space would be consistent with WRP's policies of supporting and facilitating residential and commercial development where appropriate, maintaining commercial boating, protecting coastal ecological systems, protecting and improving water quality in the coastal area, avoiding adverse effects to the coastal area as a result of solid waste and hazardous substances, providing public access to and along the City's coastal waters, protecting scenic resources

that contribute to the visual quality of New York City, and avoiding adverse effects to historic and cultural resources.

INFRASTRUCTURE

The RWCDs would not cause any significant adverse impacts on water supply, sewage treatment, and stormwater discharge systems. To support the proposed new development on Site A, a new system of water mains, sanitary sewers, and separate storm water sewers would be installed in accordance with the NYCDEP Amended Drainage Plan. Creation of a new separate sanitary and storm sewer system would support the City's goals to reduce combined sewer overflow events. Use of separate storm sewers would allow rainfall on the project sites to be discharged to the East River and Newtown Creek, reducing the burden on the Bowery Bay Water Pollution Control Plant (WPCP), the wastewater treatment plant that serves the project sites. It is anticipated that stormwater attenuation and treatment mechanisms would also be included in the City's design of the streets and parks within Site A; and that the designs of these systems would be guided by the City's sustainability initiatives as described in PlaNYC, Best Management Practices, and CEQR standards to ensure public and environmental health and safety.

With the proposed actions, water demand on Sites A and B would increase by 1,517,322 gallons per day (gpd). This additional demand would not result in a significant adverse impact on the City's water supply system. With the proposed improvements, the incremental demand for water supply from the RWCDs would not adversely affect the ability of the existing system to distribute water to, or maintain water pressure for, existing local users.

The RWCDs would also result in an increased wastewater flow of 1,508,509 gpd, which would be treated at the Bowery Bay WPCP. This increase would represent a small percentage of the total future flows to the plant and would not cause the plant to exceed its permitted capacity.

SOLID WASTE AND SANITATION

The proposed actions would not cause any significant adverse impacts on solid waste and sanitation services. While implementation of the proposed actions would create new demands on these services, the municipal systems serving the project sites would have adequate capacity to meet the projected increases in solid waste generation. The New York City Department of Sanitation (DSNY), which collects solid waste and recyclables, is expected to provide municipal solid waste and sanitation services to the project sites for residential and institutional uses. Private carters provide these services for non-DSNY managed solid waste.

The proposed actions are expected to generate three additional truckloads per day for DSNY collection and one additional truckload per day for private carter collection. Although the proposed actions would increase the volume of solid waste and recyclables, the delivery of these services would not be affected and no significant burden would be placed on the City's solid waste management services (either public or private).

ENERGY

To address the growth and extent of new development in Long Island City and reduce the potential for a power outage similar to one that occurred in July 2006, Con Edison has committed to invest \$58 million in planned improvements in the Long Island City network, including upgrades to equipment in the northern Queens substation, construction of a new substation in northwest Queens with operations starting 2015, additional phone lines to call centers, and tracking systems to alert Con Edison of power outages. With these planned improvements, the proposed actions would not have a significant adverse impact on energy systems and services.

The proposed actions would increase demands on electricity and gas; however, relative to the capacity of these systems and the current levels of service in New York City, the increases in demand would be insignificant. Improvements would be made to the local electric and gas distribution grids to ensure proper service to the project sites. Therefore, the demands of the proposed actions would not result in a significant impact on the supplies of electricity and gas in the region or the City as a whole. In addition, with the future improvements to the distribution network, no impact would occur locally on electrical or gas utilities.

TRAFFIC AND PARKING

The RWCDs that would be built as a result of the proposed actions is expected to generate a significant volume of vehicular traffic. In the weekday AM peak hour, it would generate 456 vehicle trips arriving at the project sites and 922 vehicle trips leaving the sites, for a total of 1,378 vehicle trips. In the weekday midday peak hour, it would generate 359 inbound vehicle trips plus 360 outbound vehicle trips for a total of 719 vehicle trips. In the weekday PM peak hour, it would generate 824 inbound vehicle trips plus 445 outbound vehicle trips for a total of 1,269 vehicle trips.

Of the 42 study area intersections analyzed, the proposed actions would result in significant traffic impacts at 23 intersections in the AM peak hour, 19 in the midday peak hour, and 23 in the PM peak hour. Traffic capacity improvements that would be needed to mitigate these significant impacts are addressed below in “Mitigation.” Seven of the nine new intersections that would be created as part of the proposed actions would be signalized, and all nine new intersections are expected to operate at acceptable levels of service.

The proposed actions would create several new intersections within the Hunter’s Point South project boundaries. As these are part of the proposed actions, traffic signals have been proposed at several locations where NYCEDC has committed to conducting a traffic study to monitor traffic and pedestrian conditions when the proposed project is built and fully occupied. The study will recommend improvement measures, including signal warrant analyses, for the New York City Department of Transportation’s (NYCDOT) review and approval. NYCEDC has also agreed that during the project’s construction phase, NYCEDC would pay for the cost and installation of conduits and foundations for any future installation at these newly created intersections for signalization. In addition, NYCEDC has agreed to pay for the cost and installation of all new signals (12), including three intersections located outside the project site boundaries that are warranted and necessary as mitigation.

The proposed actions would include a site plan and roadway network that would provide for a one-way roadway loop around the project sites and that would promote non-motorized modes of transportation, specifically, a Class I bikeway along 2nd Street and Center Boulevard, wide sidewalks, and crosswalks to and from the proposed waterfront park. It is assumed that several of the newly created intersections would require traffic signals to provide for the safe and efficient movement of vehicular and pedestrian traffic.

The proposed actions would also include the construction of parking garages with a total of 2,000 parking spaces in buildings on Site A and 660 parking spaces in buildings on Site B. This number of parking spaces would be sufficient to accommodate daytime needs in the area (i.e., from about 8 AM to 7 PM). However, there would be a shortfall of approximately 500 spaces during the nighttime/overnight hours that would only be partially compensated by the approximately 115 on-street parking spaces created as part of the proposed actions. As a result, project residents returning home after about 7 PM would need to find additional on-street parking spaces elsewhere in the surrounding neighborhood to the north and east of the project sites. A nighttime survey was conducted for a ½-mile radius to determine the extent to which additional on- and off-street spaces may be available, and to determine whether a shortfall would still occur. The survey showed that, at 7

PM, there would potentially be 1,100 off-street and 500 on-street parking spaces available. However, with the buildout of Queens West, which is expected to add more than 2,000 additional apartments to the study area, some or all of these available spaces could be occupied by residents who are unable to find spaces within that project's accessory parking lots. Hence, future off-street and on-street parking occupancies could be higher, and there might be fewer or no spaces available. In this case, the Hunter's Point South project could continue to have an overall parking shortfall during nighttime to early morning hours.

TRANSIT AND PEDESTRIANS

With the proposed actions, significant adverse transit impacts would result at the S7 and S8 street-level stairways at the Vernon Boulevard-Jackson Avenue No. 7 subway station (the stairways at the southwest and northeast corners of Vernon Boulevard and 50th Avenue, respectively). The proposed actions would also result in significant adverse impacts on the Q103 and B61 bus routes. In addition, the proposed actions would result in significant adverse pedestrian impacts on the west sidewalk along Vernon Boulevard between 50th and 51st Avenues, the northwest corner of Vernon Boulevard and 50th Avenue, the north and west crosswalks at Vernon Boulevard and 50th Avenue, and the east and west crosswalks at the newly signalized intersection of 2nd Street and Borden Avenue. Potential measures to mitigate these projected significant adverse impacts are described below in "Mitigation."

AIR QUALITY

The proposed actions would not cause any significant adverse impacts from mobile source emissions. Maximum predicted pollutant concentrations and concentration increments from mobile sources would comply with corresponding guidance thresholds and ambient air quality standards. The proposed actions' parking facilities would also not result in any significant adverse air quality impacts.

In addition, there would be no potential significant adverse air quality impacts from emissions of fossil fuel-fired heat and hot water systems in proposed buildings. For developments on certain parcels, restrictions would be placed on fuel type and stack placement on the rooftops to ensure that no significant adverse air quality impacts on nearby taller buildings would occur; for Site A, other than the portion of Parcel B that would be developed as a school, these restrictions would be set forth in anLDA; for the school on Parcel B, the New York City School Construction Authority would undertake appropriate measures to avoid impacts related to air quality. For Site B, an (E) Designation would be placed on the site. The concentrations of industrial source pollutants at the proposed uses would be lower than the corresponding guidance thresholds. Therefore, no significant adverse air quality impacts from existing nearby industrial sources on the proposed uses are predicted. Based on the analysis of the school laboratories' exhaust system, in the event of a chemical spill in a school laboratory there would be no predicted significant impacts in the proposed school, on other proposed uses, or on the surrounding community in the event of a chemical spill.

NOISE

Noise levels from project-generated traffic would result in a significant adverse noise impact during the weekday PM time period on the two blocks of 51st Avenue between Vernon Boulevard and 2nd Street. At this location, the increase in noise levels from project-generated traffic would be barely perceptible, but would exceed the *CEQR Technical Manual* impact criteria and therefore result in a significant adverse noise impact during the weekday PM time period. However, the noise levels on 51st Avenue would still fall within CEQR's "marginally acceptable" range, which is not unusual for New York City residential areas.

The *CEQR Technical Manual* has set noise attenuation values for new buildings based on exterior noise levels. To achieve these interior noise levels, window-wall attenuation would be required to

ensure that no significant adverse noise impacts occur. These requirements would be set forth in an LDA for the Site A parcels other than the portion of Parcel B that would be developed as a school; for the school, the New York City School Construction Authority would undertake appropriate measures to avoid impacts related to noise.

On Site B, an (E) Designation would be placed to ensure that CEQR requirements for building attenuation are met.

In addition, noise levels within the proposed actions' new open space areas would be above the 55 dBA $L_{10(1)}$ noise level, recommended in the *CEQR Technical Manual* noise exposure guidelines, for outdoor areas requiring serenity and quiet. While noise levels in these new areas would be above the 55 dBA $L_{10(1)}$ guideline noise level, they would be comparable to noise levels in a number of open spaces and parks in New York City, including Hudson River Park, Riverside Park, Bryant Park, Fort Greene Park, and other urban open space areas. Consequently, no significant noise impact on the new open spaces would result.

CONSTRUCTION IMPACTS

Construction activities on Site A are expected to begin in mid-2009, with complete build-out of the development parcels and associated parkland assumed to be completed by late 2017. Buildings would generally be constructed on Site A from north to south. Site B construction would fall within this timeframe, with construction expected to begin in the spring of 2010 and continuing through early summer 2015.

No significant adverse impacts are expected as a result of the project's construction, with the exception of construction-related traffic. During peak construction (year 2012), vehicle trips associated with workers and deliveries would increase traffic on nearby roadways, but the total number of vehicle trips generated would be approximately 45 to 50 percent lower than the total number of vehicle trips generated by the completed proposed actions during the AM and PM peak hours, respectively. However, significant adverse traffic impacts could still occur at some of the study area locations during construction, possibly at lower magnitudes than impacts identified under the Build conditions. Of the 11 intersections analyzed, significant impacts could be mitigated at four intersections during both peak hours. Impacts could not be mitigated at four intersections during the AM peak hour, and at two intersections during the PM peak hour. The intersections of Jackson Avenue and 21st Street, Northern Boulevard/Queens Plaza East and Bridge Plaza, and Van Dam Street and the LIE Exit Ramp would have unmitigatable impacts during the AM peak hour, while the intersection of Van Dam Street and Borden Avenue would have unmitigatable impacts during the PM peak hour. The intersection of Van Dam Street and Thomson Avenue/Queens Boulevard could not be mitigated during both peak analysis hours.

Construction activities associated with the proposed actions would not result in significant adverse air quality impacts from construction-related vehicles on the area's roadways or from stationary and non-road sources. Based on the construction traffic volumes during the peak construction period and the expected use of diesel particulate filters (DPF) in concrete trucks, which would constitute a large portion of the construction trucks, significant adverse impacts on air quality from on-road construction sources would not be expected. The potential for construction-related air quality impacts from non-road equipment and activities would be limited by the fact that the project sites are large, and with the exception of the northern portion (Parcels A and B of Site A), are well removed from any existing sensitive receptor. Standard fugitive dust control measures would be employed to minimize the dust associated with construction activities. Moreover, with construction proceeding incrementally, by the time buildings on a parcel are ready for occupancy, the construction of the neighboring parcels would typically be past the construction phases that are of most concern for air quality.

While construction activities would be noisy and intrusive to the nearest sensitive receptors surrounding the project sites (Gantry Plaza State Park, the Avalon Riverview, and the PowerHouse) and to the residential and school buildings to be constructed, the noisiest activities (foundations) would take place for limited periods of time (less than 18 consecutive months), and the level of construction activity would vary and move throughout the site, and no immediate area would experience the effects of the project's construction for the full construction duration. Therefore, no significant adverse noise impacts are expected to occur. While it is possible that construction activities may result in noise impacts on the open spaces to be constructed as part of the proposed actions, they would not be considered significant adverse impacts.

PUBLIC HEALTH

The proposed actions would not cause any significant public health impacts. No significant air quality impacts from increased vehicular traffic or emissions from stationary sources would result from the proposed actions. In addition, as discussed in "Hazardous Materials" above, applicable regulations would be closely followed and appropriate measures would be implemented to address the management of soil and groundwater at the project sites and to ensure that any subsurface disturbance or demolition of on-site structures does not cause unnecessary or unacceptable hazards to construction workers and the surrounding community from hazardous materials. Finally, the proposed actions would not create a new source of significant noise or odors.

D. MITIGATION

Potential significant adverse impacts from the proposed action—on community facilities (public schools and public day care centers), traffic, transit and pedestrians, and noise—have been identified. Measures to minimize or eliminate these impacts are summarized below. Significant adverse impacts that cannot be fully mitigated through reasonably practicable measures are also summarized below in "Unavoidable Adverse Impacts."

COMMUNITY FACILITIES

PUBLIC SCHOOLS

The analysis of schools concludes that the proposed actions would result in significant adverse impacts on elementary school enrollment within the 1½-mile study area, within Zone 3 of CSD 30, and within CSD 30 overall; and significant adverse impacts on intermediate schools within the 1½-mile study area (see "Community Facilities," above).

Potential mitigation measures for the impacts of the proposed actions on elementary school enrollment, and for the potential impact on intermediate school enrollment, could include administrative actions undertaken by the New York City Department of Education (DOE), such as shifting the boundaries of school catchment areas within the CSD to move students to schools with available capacity, or creating new satellite facilities in less crowded schools. As an alternative, the school to be constructed as part of the proposed actions could be programmed with elementary school seats if this better meets the needs of Zone 3 in CSD 30 as identified by DOE. If none of these potential mitigation measures are undertaken, the proposed actions would result in an unmitigated significant adverse impact on elementary school enrollment and potentially on intermediate school enrollment.

PUBLIC DAY CARE CENTERS

As discussed above in "Community Facilities," the proposed actions would result in a potential significant adverse impact on day care capacity in the area if no new day care facilities are added in

the study area. Possible mitigation measures for this significant adverse impact include adding capacity to existing facilities, if feasible through consultation with the Administration for Children’s Services (ACS), or providing a new day care facility within or near the project sites.

At this point, however, it is not possible to know exactly which type of mitigation would be most appropriate or when its implementation would be necessary because the demand for publicly funded day care depends not only on the amount of residential development in the area but on the proportion of new residents who are children of low-income families. If additional day care facilities are not added to the study area, then the proposed actions would result in a significant adverse impact on day care facilities. The proposed actions would provide 45,000 gsf of space for community facility use. A portion of this space might be leased as a public or private day care center. A typical ACS day care center requires 10,000 gross square feet of space, which typically can accommodate approximately 125 children.² If the center is privately run, these slots could be used by the children of income-eligible households with ACS vouchers.

TRAFFIC AND PARKING

As discussed above in “Traffic and Parking,” the proposed actions would cause significant adverse traffic impacts at a number of locations in the traffic study area. Table 1 summarizes the significant adverse traffic impacts and whether they could be fully or partially mitigated, or remain unmitigated, with the implementation of traffic improvement measures. The vast majority of the 51 locations analyzed for the weekday AM, midday, and PM peak hours would either not be significantly impacted or could be mitigated with traffic improvement measures, including: signal phasing and/or timing changes; parking regulation changes to gain a travel lane at key intersections; intersection or street channelization improvements; lane markings and signage, prohibition of turn movements, and installation of traffic signals at currently unsignalized intersections; and, creation of one-way traffic flow on 51st Avenue between 2nd and 5th Streets. These measures represent the standard range of traffic capacity improvements to improve operating conditions and mitigate impacts and are implemented by the NYCDOT.

Table 1
Traffic Impact Mitigation Summary

Intersections	AM Peak Hour	Midday Peak Hour	PM Peak Hour
No significant impact	28	32	28
Fully mitigated impact	15	14	13
Partially mitigated impact	3	1	4
Unmitigated impact	5	4	6

In the AM peak hour, impacts at three intersections would be partially mitigated and five would remain unmitigated; in the midday peak hour, impacts at one intersection would be partially mitigated and four would remain unmitigated; in the PM peak hour, impacts at four intersections would be partially mitigated and six would remain unmitigated. These intersections include Van Dam Street/Thomson Avenue, Van Dam Street at the exit from the westbound Long Island Expressway, Borden Avenue at 11th Street and the ramps to/from the Queens-Midtown Tunnel toll plaza, Jackson Avenue/11th Street at the Pulaski Bridge, Jackson Avenue/21st Street, Jackson Avenue at 44th Drive, Vernon Boulevard at Borden Avenue, Center Boulevard at 48th and 49th Avenues, 5th Street and

² A minimum of 30 square feet per child of usable interior classroom space is required for an early childhood education center to be administered by ACS (usable activity space does not include bathrooms, halls, offices, food preparation, storage areas, and space occupied by fixed furniture and fixtures).

49th Avenue, Jackson Avenue/Queens Plaza East and Queens Boulevard and Northern Boulevard/Queens Plaza East and Bridge Plaza. Not all of these intersections would be unmitigated or partially mitigated during all peak periods.

With the implementation of the prescribed traffic mitigation measures, several new parking prohibitions would result in the removal of approximately 85 to 90 on-street parking or “standing” spaces. If it is determined that on-street parking should be retained at locations where such mitigation was proposed, additional unmitigated impacts could result.

In order to verify the need for, and effectiveness of, the proposed mitigation measures identified in the FEIS, the lead agency will develop and conduct a detailed traffic monitoring plan at full buildout of Site A in 2017. The lead agency will inform NYCDOT of the progress of the plan’s development and submit for NYCDOT’s review and approval a scope of work that will include all locations where significant traffic impacts have been identified in the FEIS and any locations analyzed in the FEIS where NYCDOT believes improvement measures may be warranted. Data collection conducted for the monitoring plan will include 24-hour Automatic Traffic Recorder (ATR) machine counts, manual turning movement counts, vehicle classification counts, pedestrian counts, intersection geometry and field information, signal timing and signal progression, and any relevant information necessary for conducting the traffic monitoring plan.

The lead agency will submit to NYCDOT design drawings for any mitigation measures as per American Association of State Highway and Transportation Officials (AASHTO) and NYCDOT specifications. NYCDOT will participate in the review process relating to all future modifications to geometric alignment, striping, and signage during the preliminary and final design phases. In addition, the lead agency or the future developer will be responsible for any cost associated with the monitoring effort. The City or future developer will be responsible for the cost of the design and construction of any or all improvement measures identified in the FEIS or through the traffic monitoring plan as warranted due to project-generated traffic.

TRANSIT AND PEDESTRIANS

The proposed actions would result in significant adverse impacts to two stairways (S7 and S8) at the Vernon Boulevard-Jackson Avenue subway station on the No. 7 line, bus line-haul on the B61 and Q103 routes, and street level pedestrian facilities (one sidewalk, one corner, and four crosswalks) at the Vernon Boulevard and 50th Avenue and the 2nd Street and Borden Avenue intersections, primarily because of high volumes of pedestrians headed to and from the subway station. Mitigation for the impact on the subway stairs could include stairway widening. The implementation of these mitigation measures would be coordinated with the Metropolitan Transportation Agency (MTA)/New York City Transit (NYCT) to allow enough time for design and specification approvals by MTA/NYCT and for the stairway’s construction. Crosswalk widening and restriping would be necessary to mitigate the pedestrian impacts.

Two options were evaluated to mitigate the significant adverse impacts on buses and pedestrian conditions, including the “Capacity Improvement Option,” which would increase the number of buses on impacted bus routes and augment the physical capacity at impacted street-level pedestrian facilities; and the “Enhanced Bus Service Option,” which would extend the Q103 service to Site A. With more convenient bus service for residents at Sites A and B, this second option would introduce more riders to the Q103; at the same time, it would reduce or eliminate pedestrian impacts because pedestrians would instead ride the bus. The two options are as follows:

- **Capacity Improvement Option.** To mitigate the proposed actions’ impacts on the northbound and southbound B61 during the AM and PM peak periods, respectively, two additional (or 11 total) northbound buses would be required during the AM peak period. During the PM peak period, two additional (or eight total) southbound buses would be required.

To mitigate the proposed actions' impacts on the northbound and southbound Q103 during both peak periods, two additional (or four total) northbound buses and two additional (or four total) southbound buses would be required during the AM peak period. During the PM peak period, two additional (or four total) northbound buses and three additional (or five total) southbound buses would be required. With implementation of this option, pedestrian impacts at the north and west crosswalk at Vernon Boulevard and 50th Avenue, and the west crosswalk at 2nd Street and Borden Avenue would remain unmitigated.

- **Enhanced Bus Service Option.** Recognizing that the new development anticipated as a result of the proposed actions would be better served with more nearby bus service, discussions were initiated with the MTA and MTA Bus to explore opportunities to extend the Q103 route from Vernon Boulevard to the project sites.

One possible route would be to extend the Q103 route east-west along Borden Avenue, looping it through the project sites southbound along 2nd Street to 54th Avenue, westbound towards the newly extended Center Boulevard, then northbound back towards Borden Avenue. To accommodate this potential service improvement, new bus stops and layover areas would be needed in and around the project sites. This bus routing option, developed in concert with the City, MTA, and QWDC was analyzed and determined as feasible for implementation when future ridership demand warrants it.

The reduced pedestrian levels associated with this option would eliminate the significant adverse impacts associated with Vernon Boulevard west sidewalk between 50th and 51st Avenues; Vernon Boulevard and 50th Avenue northwest corner; and 2nd Street and Borden Avenue east crosswalk. With implementation of this option, the significant adverse impacts at the north and west crosswalks at Vernon Boulevard and 50th Avenue, and the west crosswalk at 2nd Street and Borden Avenue would remain unmitigated.

AIR QUALITY

Implementation of the traffic mitigation measures would not result in any significant adverse impacts on air quality.

NOISE

Implementation of the traffic mitigation measures would not significantly affect noise levels.

As discussed above in "Noise," vehicular traffic generated by the proposed actions would cause a significant adverse impact on 51st Avenue between Vernon Boulevard and 2nd Street during the weekday PM time period that would affect residences and pedestrians on those two blocks. At residences where project impacts are predicted to occur, to mitigate project impacts, the City of New York would make storm windows and/or window air conditioners available, at no cost to owners of existing residences on 51st Avenue between Vernon Boulevard and 2nd Street, where such measures are not already installed. With these measures, interior noise levels would meet CEQR interior requirements and project impacts would be mitigated at residences.

There are no feasible or practicable mitigation measures that could be implemented to eliminate the noise impact predicted at this location for pedestrians. However, predicted noise levels on 51st Avenue between 2nd Street and Vernon Boulevard for Build conditions would still fall within CEQR's "marginally acceptable" range.

CONSTRUCTION IMPACTS

Where traffic-related impacts during construction may occur, measures recommended to mitigate impacts of the proposed actions could be implemented early to aid in alleviating congested traffic

conditions. However, where unmitigatable operational impacts are identified, there is also the potential for such impacts to occur during construction.

E. UNAVOIDABLE ADVERSE IMPACTS

COMMUNITY FACILITIES

Without the implementation of any needed mitigation measures described above in “Mitigation,” the proposed actions could have an unmitigated significant adverse impact on elementary and potentially on intermediate school enrollment.

If additional day care facilities are not added to the study area in the future without the proposed actions and without additional mitigation as a result of the proposed actions, the proposed actions would result in a significant adverse impact on day care facilities.

TRAFFIC AND PARKING

Nearly all of the locations that would be significantly impacted could be mitigated using traffic improvements such as new traffic signals, modifying existing signal timing/phasing plans, parking regulation changes, lane reconfigurations, and prohibition of turn movements.

Under the proposed actions, a maximum of 12 intersections would experience unmitigatable impacts in the 2017 Build year (but not in all peak hours); of these, four intersections could be partially mitigated. The eight intersections that would remain unmitigated are the intersections of Van Dam Street with Thomson Avenue/Queens Boulevard, and with the Long Island Expressway (LIE) exit ramp, Jackson Avenue and 44th Drive Jackson Avenue/Queens Plaza East and Queens Boulevard, Northern Boulevard/Queens Plaza East and Bridge Plaza, Center Boulevard with 48th and 49th Avenues, and 5th Street with 49th Avenue. The four intersections where significant traffic impacts could be partially mitigated include Vernon Boulevard and Borden Avenue, Jackson Avenue and 11th Street, Jackson Avenue and 21st Street, and 11th Street and Borden Avenue at the Queens-Midtown Tunnel Toll Plaza Exit Ramp. At these intersections, traffic improvements would be able to mitigate one or more—but not all—approaches that would be significantly impacted.

TRANSIT AND PEDESTRIANS

Significant adverse impacts associated with the proposed actions were identified for subway stairways, bus line-haul, and pedestrian elements. Potential mitigation measures identified include widening of existing stairways and/or construction of a new stairway, increase and/or extension of existing bus service, removal of sidewalk obstructions, installation of a corner bulb-out, and widening of existing crosswalks.

However, there could be up to six unmitigatable transit and pedestrian impacts. Transit-related mitigation measures are subject to further discussions with MTA and NYCT, and if the potential stairway widenings and/or the construction of a new stairway are deemed not practicable, the significant adverse impacts identified for the S7 and S8 street-level stairways at the Vernon Boulevard-Jackson Avenue subway station would remain unmitigated. For several of the pedestrian crosswalk impacts, because the necessary widenings exceed the maximum typically permitted by NYCDOT, impacts could not be fully mitigated. As a result, significant adverse impacts identified at four study area crosswalks, including the north and west crosswalks at the Vernon Boulevard and 50th Avenue intersection, and the east and west crosswalks at the 2nd Street and Borden Avenue intersections would remain unmitigated.

NOISE

There are no feasible or practicable mitigation measures that could be implemented to eliminate the noise impact predicted at 51st Avenue between Vernon Boulevard and 2nd Street for pedestrians. Consequently, the predicted impacts at this location would be considered unmitigated significant impacts.

F. ALTERNATIVES

Under SEQRA and CEQR, alternatives selected for consideration in an EIS are generally those that have the potential to reduce, eliminate, or avoid significant adverse impacts of a proposed action while meeting some or all of its goals and objectives.

Five alternatives to the proposed actions were assessed: a No Action Alternative, in which the proposed actions are not undertaken; a Modified Project Alternative, which would have slightly different massing controls to produce tapered tower profiles, among other modifications; a Lesser Density Alternative, which considers a smaller project that avoids some or all of the significant adverse impacts identified in the EIS analyses; a GPP Alternative, in which Site A is redeveloped with the program currently permitted by the Queens West General Project Plan; and an M3-1 zoning alternative, in which Site A is redeveloped in conformance with its existing manufacturing zoning, as if no GPP were in place governing development on the site.

As detailed below, four of these alternatives would not substantially meet the goals and objectives of the proposed actions. The Modified Project Alternative would meet the goals and objectives of the proposed actions while resulting in towers with a more tapered appearance.

- The **No Action Alternative** and the **M3-1 Zoning Alternative** would avoid all of the significant adverse environmental impacts of the proposed actions (i.e., public elementary school and day care, traffic, subway and bus, pedestrian, and noise impacts). However, neither alternative would transform the largely underutilized waterfront land on Site A or facilitate development on Site B to meet the City's goals for creating a vibrant neighborhood with a publicly accessible waterfront, with views of the East River, Newtown Creek, Manhattan skyline, and Brooklyn waterfront. Further, these alternatives would not address the City's need for new permanent affordable housing units. In short, both of these alternatives would substantially fail to meet the project's goals.
- The **Modified Project Alternative** would introduce modifications to the urban design of the project, including towers with a more tapered appearance at the top 40 feet, changes to the minimum base height requirements and location of allowed building recesses above the ground floor to ensure a stronger, pedestrian-scaled building base. This alternative would also change the Special District requirements related to provision of Inclusionary Housing on Site B to require that the Inclusionary Housing be provided either within the new Newtown Creek Subdistrict (i.e., Site B), within the same community district as Site B, or within ½ mile of Site B in an adjacent community district in Queens. Overall, the Modified Project Alternative would be similar to the proposed actions, but would result in an improved design for the project. It would have the same overall effects as the proposed actions. With more tapered towers and some changes to the height of low-rise portions of buildings on Sites A and B, slightly different restrictions to fuel oil type and stack locations would be required to avoid potential air quality effects from exhaust of the heating, ventilation, and air conditioning systems. Overall, the Modified Project Alternative would meet the goals and objectives of the proposed actions.
- The **Lesser Density Alternative** would result in the same mix of uses on the project sites as the proposed actions but would provide for approximately one-third fewer market-rate and affordable housing units. This alternative would not, however, eliminate the significant adverse impacts of

the proposed actions and at the same time it would also fail to provide the same level of benefits as the proposed actions. Therefore, this alternative would not meet the project's goals as effectively as the proposed actions.

- The **GPP Alternative**, like the proposed actions, would redevelop Site A with high-density development. No new development would occur on Site B. However, QWDC has no current plans to move forward with development at this location and is now proposing to modify the GPP to remove Site A. Although development according to the GPP would transform this largely underutilized area into a vibrant neighborhood, it would bring office use to the waterfront, an area no longer considered suitable for that use. In addition, this alternative would not eliminate the potential for impacts to traffic, transit, and pedestrians, and noise. It would also not provide substantial amounts of permanent affordable housing.

This Notice of Completion has been prepared in accordance with Article 8 of the New York State Environmental Conservation Law.

G. CONTACT

Request for copies of the FEIS should be forwarded to:

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The FEIS is also available on the websites of the New York City Economic Development Corporation and the Mayor's Office of Environmental Coordination:

<http://www.nycede.com/Web/AboutUs/OurProjects/HuntersPointSouth.htm>

and

<http://www.nyc.gov/oec>.



Robert R. Kulikowski, Ph.D.
Assistant to the Mayor
On behalf of the Deputy Mayor
For Economic Development



Date