

**STATEMENT OF FINDINGS
WILLETS POINT DEVELOPMENT PLAN**

Date Issued: February 11, 2011

CEQR No.: 07DME014Q

SEQRA Classification: Type I

Lead Agency: Office of the Deputy Mayor for Economic Development
253 Broadway, 14th Floor
New York, NY 10007

Location: The project area is in a portion of Willets Point, Queens. The 61.4-acre industrial site is generally bounded to the east by the Van Wyck Expressway and an undeveloped lot owned by the Metropolitan Transportation Authority (MTA), to the south by Roosevelt Avenue, to the west by 126th Street, and to the north by Northern Boulevard.

Date Final Generic Environmental Impact Statement Filed: September 12, 2008

INTRODUCTION

This Statement of Findings for the Willets Point Development Plan has been prepared in accordance with the environmental review requirements of Article 8 of the New York State Environmental Conservation Law, the State Environmental Quality Review Act (SEQRA), as set forth in Section 617.11 of its implementing regulations, and the New York City Environmental Quality Review (CEQR) process as set forth in Executive Order 91 as amended and in the Rules of the City of New York. This Statement of Findings has been prepared to 1) certify that the procedural requirements of SEQRA and CEQR have been met; 2) consider the relevant environmental impacts, facts, and conclusions disclosed in the Final Generic Environmental Impact Statement (FGEIS) for the Willets Point Development Plan and subsequent technical memoranda; 3) weigh and balance the relevant environmental impacts of the proposed action with social, economic, and other considerations; and 4) set forth a rationale for the decision of the lead agency, the Office of the Deputy Mayor for Economic Development.

Pursuant to CEQR, the Office of the Deputy Mayor for Economic Development is the lead agency responsible for conducting the environmental review that determines whether the proposed action—or any subsequent modifications to the proposed action—would have significant impacts on public health and the environment. For the Willets Point Development Plan, an FGEIS was certified as being complete, and a Notice of Completion was issued on September 12, 2008. Subsequent to the FGEIS, modifications were made to the project and analyzed in four technical memoranda, as described below. After considering the FGEIS and subsequent technical memoranda, the Office of the Deputy Mayor for Economic Development has adopted this Statement of Findings.

DESCRIPTION AND LOCATION OF THE PROPOSED ACTION

The Office of the Deputy Mayor for Economic Development, with the New York City Department of Housing Preservation and Development (HPD) and the New York City Department of City Planning (DCP), proposed to rezone, create an urban renewal area, and implement the Willets Point Development Plan in Willets Point, Queens. In addition, New York City Economic Development Corporation (EDC) is working on behalf of the City to advance the City's plan for Willets Point. The Willets Point Development Plan was approved by the City Planning Commission and City Council on September 24, 2008 and November 13, 2008, respectively ("the Approved Plan").

APPROVED PLAN

Under the Approved Plan, the approximately 61-acre Willets Point Development District ("District") would be redeveloped with residential, retail, hotel, convention center, entertainment, commercial office, community facility, open space, and parking uses. In addition, the Approved Plan will connect the Van Wyck Expressway with the District. The Approved Plan changed the underlying zoning of the District from an M3-1 district (and a small area zoned R3-2) to a C4-4 district, and created an Urban Renewal Plan (URP) and a zoning Special District (i.e., the Special Willets Point District). The Special Willets Point District includes urban design regulations, addressing such elements as the location of uses, building heights and setbacks, street hierarchies, streetscape design, and other site planning and design provisions. Although

there is currently no specific development plan, the maximum permitted development under the Approved Plan could be 8.94 million gross square feet (gsf).

As part of the Approved Plan, a new connection between the Van Wyck Expressway and the District would be provided to facilitate the movement of traffic into and out of the District and minimize traffic on nearby local roadways. The Van Wyck connection is subject to separate approval by the Federal Highway Administration and the New York State Department of Transportation. In addition, the Approved Plan would include new stormwater and sanitary sewer systems. The new stormwater system would accommodate stormwater flow within the District, and alleviate existing flooding conditions. The new sanitary sewage conveyance system would replace the current reliance on septic tanks in the District.

The FGEIS analyzed two development scenarios—a scenario that includes an approximately 400,000-square-foot convention center, and a scenario in which the convention center is replaced with additional residential and retail use (the “No Convention Center Scenario”).

The analyses in the FGEIS anticipated that when the District is redeveloped into a new mixed-use community and regional destination pursuant to the Approved Plan, additional development could occur on Citi Field parking lot B (Lot B) and on Lot D, a surface parking lot south of Roosevelt Avenue. While specific development plans have not yet been proposed, it was anticipated that approximately 280,000 sf of office space and 184,500 sf of retail space could potentially be developed on Lot B, and that a five-level parking garage containing approximately 1,543 parking spaces could be developed on Lot D. Therefore, in addition to evaluating the Approved Plan’s potential to have environmental impacts, the FGEIS incorporated the cumulative impacts of both projects (the Willets Point Development Plan and the potential retail, office and parking development on Lots B and D).

The FGEIS analysis of alternatives considered the potential development of a Staged Acquisition Alternative. The Staged Acquisition Alternative would result in a development program that is the same as the Approved Plan, but properties would be acquired and developed over time. The western portion of the District (roughly west of 127th Street) would be acquired and developed first, as part of an initial phase of development. It would also spread the cost of property acquisition and infrastructure improvements over time. The Staged Acquisition Alternative would include a buffer between buildings being constructed on the western portion of the site and existing uses on the eastern portion of the site during the initial phase of development. The Staged Acquisition Alternative contemplated the development of the western portion of the District by 2013, with the eastern portion of the site to be built out by 2017. In the Staged Acquisition Alternative, new connections to the Van Wyck Expressway would be constructed by 2013. The Updated Plan described below is a modification of this FGEIS alternative.

Environmental Review of the Approved Plan

A Draft Generic Environmental Impact Statement (DGEIS) for the Project was completed in April 2008 and, as part of the public review process, the certification of the DGEIS was followed by a public hearing held in August 2008. The FGEIS was completed in September 2008 and the Notice of Completion for the FGEIS was issued on September 12, 2008.

Subsequent to the issuance of the FGEIS, the City Planning Commission (CPC) proposed several modifications to the Special Willets Point District zoning regulations. These modifications were described, and their potential for significant adverse environmental impacts examined, in a technical memorandum dated September 23, 2008. The analysis concluded that the modifications to the Special Willets Point District zoning regulations would not result in any

significant adverse environmental impacts that were not previously identified in the FGEIS. The CPC approved the Plan as modified.

After the City Planning Commission vote on September 24, 2008, new information became available related to: District business relocation; Phase II Environmental Site Investigations (ESIs) in the District; the amount of affordable housing to be provided in the District; and projected school and day care populations. This information was described, and its potential to result in significant adverse environmental impacts not previously identified was examined, in a second technical memorandum dated November 12, 2008. That technical memorandum concluded that none of the newly available information would lead to significant adverse environmental impacts that were not previously identified in the FGEIS. Following completion of this technical memorandum, the Willets Point Development Plan was approved by the City Council on November 13, 2008.

In 2009, the City proposed adjustments to the remediation and development plan as conceived in the FGEIS to better ensure that full District development would be achieved despite the economic downturn. Those adjustments, known as the Adjusted Plan, resulted in the same overall development program anticipated as part of the Approved Plan, but contemplated the acquisition, remediation and development of an initial portion of the District, followed in a sequential pattern by additional sections, concluding with full District development by 2017. A technical memorandum dated November 23, 2009 concluded that none of the changes proposed by the Adjusted Plan would result in significant adverse environmental impacts that were not previously identified in the FGEIS.

UPDATED PLAN

Current economic conditions continue to make it challenging for developers to finance the acquisition and remediation of the entire 61-acre District all at one time for completion by 2017. Accordingly, the City has considered an update to the Adjusted Plan, which has the same overall development program as the Approved Plan at full build-out, but like the Staged Acquisition Alternative and the Adjusted Plan, includes the acquisition, remediation and development of an initial portion of the District, followed by the development of the remainder of the District (the "Updated Plan").

In addition to these Project modifications, the Updated Plan includes a change in the Project's schedule. With the Updated Plan, it is anticipated that the first phase of development will be completed by 2016 and full build-out will occur by 2022. The anticipated year of completion for the first phase of development has been extended from 2013 to 2016 due to the continuation of adverse economic conditions, which make it challenging for developers to finance the acquisition and remediation of the entire 61-acre District at one time or to fully develop an initial phase of the Project by 2013. The anticipated date of the full build-out of the Project has been extended from 2017 to 2022 due to the reasonable expectation that those conditions will rebound sufficiently in order to support partial and complete build-out by the above dates. By comparison, the Staged Acquisition Alternative and Adjusted Plan anticipated that the first phase of development would be completed by 2013 and full build-out would occur by 2017.

The Updated Plan is a modification of the Staged Acquisition Alternative. Compared to the Staged Acquisition Alternative analyzed in the FGEIS, the Updated Plan anticipates that the first phase will include a smaller development footprint and less overall development. Like the Staged Acquisition Alternative, the Updated Plan will include a buffer area between the new development and the existing, primarily industrial uses that will continue to occupy the north

and east portion of the District prior to full build-out. The lots located in the buffer area will be cleared by 2016, with remediation, grading, and site preparation activities for redevelopment commencing thereafter. It is presently anticipated that, even with inclusion of additional interim parking, as discussed below, most of the buffer area will be planted but will not be publicly accessible. Additional safeguards could be required to ensure that existing hazardous materials contamination in the buffer areas will not migrate to the southwestern portion of the District.

Infrastructure Modifications

Modifications to some of the proposed infrastructure elements will be incorporated into the Updated Plan. The Approved Plan assumed that the existing 72-inch water main beneath Willets Point Boulevard would remain in place. With the Updated Plan the grade of Willets Point Boulevard will be raised to flood plain elevation, in conjunction with replacing portions of the 72-inch water main traversing the District and repositioning it higher in the street bed as determined by the New York City Department of Environmental Protection (DEP), the agency with oversight in this area. As with the Approved Plan, the sanitary sewage from the Updated Plan could not be accepted by the existing 37th Avenue pump station because it currently operates at its capacity. Both the FGEIS and Adjusted Plan assumed construction of a new pump station (most likely within the District) and a force main to connect the District to the combined sewer in 108th Street. As a result of discussions with the DEP, the Updated Plan will include use of a gravity flow system for sanitary sewage conveyance instead.

Like the Approved Plan, the Updated Plan will include new connections to the Van Wyck Expressway (VWE) in the northeast portion of the District. With the Updated Plan these connections may be completed after the end of the first phase of development but will be completed before the first building to be developed in the second phase of construction is completed. This differs from the development scenarios analyzed in the FGEIS and previous technical memoranda, which assumed that the connections to the VWE would be approved and constructed before the end of the first phase of development and further provided that the ramps would be approved and constructed before any building could be occupied unless it was shown that no undisclosed significant adverse impacts would result from occupancy that occurred prior to completion of the ramps. While the City remains committed to the VWE connections, the first phase of the Updated Plan will proceed independent of any approval or construction of those connections.

Community Facilities Modifications

With the Updated Plan, provision of new school facilities in the District will differ from what was assumed in the FGEIS and in previous technical memoranda. With both the Staged Acquisition Alternative and the Adjusted Plan, it was assumed that an interim school—sized to meet the shortfall in school seats as generated by the residential program in the first phase of development—would be constructed in the western portion of the District and would be operational at completion of the first phase of development. With the Updated Plan, there is a limited residential program in the first phase of development. Based on CEQR guidance and consultation with the SCA, construction of an interim school facility is not warranted upon completion of the Updated Plan's initial development phase. As under the Approved Plan, the Updated Plan will include a new school facility at full build-out. The school facility will be developed in the eastern part of the District and will be sized to meet the Project-generated shortfall in school seats. Based on the maximum development program permitted by the URP, the new school facility is assumed to be approximately 230,000 gsf and contain approximately 1,540 seats.

Transportation Network Modifications

The Updated Plan also includes a number of traffic improvements to nearby intersections and improvements to nearby pedestrian elements, as described below.

Traffic Improvements

Three Project-related traffic improvements will be included under the Phase 1 development of the Updated Plan. At the intersection of 34th Avenue and 114th Street, a minor re-timing of the traffic signal for weekday PM peak hour conditions will be implemented, in order to better accommodate Citi Field game day traffic arrivals (the signal timing change will, however, be in place on both game days and non-game days). One intersection in the Downtown Flushing area – Roosevelt Avenue and Union Street–will also have Project-related traffic improvements under the Phase 1 development. These standard traffic improvement measures will include: 1) shifting the centerline along the westbound Roosevelt Avenue approach by two feet to the south; 2) restriping the eastbound approach to provide one 10-foot wide left turn lane and one 11-foot wide shared through-right turn lane; and 3) strictly enforcing existing “No Standing Anytime” regulations along both eastbound and westbound Roosevelt Avenue approaching the intersection. One additional improvement that is a minor modification to an existing practice will be implemented during the weekday pre-game arrival peak hour in order to help accommodate traffic exiting from the southbound Whitestone Expressway and the northbound VWE, and merging into westbound Northern Boulevard. During weekday pre-game periods, Traffic Enforcement Agents (TEAs) currently override the traffic signal at Northern Boulevard and 126th Street to direct traffic from northbound 126th Street to the two left-most lanes of westbound Northern Boulevard. During this phase, traffic from the right-most lane of westbound Northern Boulevard (which carries off-ramp traffic) would operate with free-flow conditions. TEAs periodically stop westbound off-ramp traffic approaching 126th Street to allow excess traffic from northbound 126th Street to use all three westbound lanes of Northern Boulevard. In order to improve local traffic operations, TEAs will reduce the stop time for the right-most lane of westbound Northern Boulevard approaching 126th Street in order to improve the flow of traffic entering Northern Boulevard as it exits the southbound Whitestone Expressway and the northbound VWE off-ramp.

At full build-out of the Updated Plan, Project-related traffic improvements will be incorporated at two intersections. At the intersection of Main Street and Kissena Boulevard near 41st Avenue, improvements will consist of the following: 1) shifting the Main Street centerline one foot to the west south of 41st Avenue, thus enabling the widening of the exclusive northbound Main Street left turn lane from its current 10-foot width to 11 feet – in order to better accommodate traffic flows; and 2) shifting the Main Street centerline one foot to the west north of 41st Avenue and restriping the southbound Main Street approach to provide a 13-foot wide shared through-right turn lane and a 10.5-foot through lane. At the intersection of Union Street and Roosevelt Avenue, Project improvements will consist of the following: 1) shifting the centerline along the westbound Roosevelt Avenue approach by two feet to the south; 2) restriping the eastbound approach to provide one 10-foot wide left turn lane and one 11-foot wide shared through-right turn lane; and 3) strictly enforcing existing “No Standing Anytime” regulations along both eastbound and westbound Roosevelt Avenue approaching the intersection.

Pedestrian Improvements

The Updated Plan will incorporate the following Project improvements to pedestrian elements surrounding the District:

Along Roosevelt Avenue between the District and the Willets Point No. 7 subway station, both the Approved Plan and the Updated Plan will introduce substantial new pedestrian flow to and from future Willets Point uses. Because specific design information was not available during the preparation of the FGEIS, the Project was assumed to incorporate adequate pedestrian space (a clear sidewalk width of 15.0 feet) on the north sidewalk along Roosevelt Avenue between 126th Street and the Willets Point No. 7 subway station to accommodate the predicted pedestrian flow at this location. As part of the full build of the Updated Plan, additional pedestrian space, resulting in a minimum clear sidewalk width of 20 feet, will be incorporated at this location.

The north crosswalk at 34th Avenue and 126th Street will be widened by 1.5 feet.

The north crosswalk at Roosevelt Avenue and 126th Street will be widened a minimum of 2 feet to a full width of 19.0 feet.

The east crosswalk at Roosevelt Avenue and 126th Street will be widened a minimum of 2.5 feet to a full width of 14.0 feet.

The 24-foot north crosswalk at Roosevelt Avenue and Lot B Driveway included in the Approved Plan will be widened a minimum of 1.5 feet to 25.5 feet.

The above traffic and pedestrian improvements will be incorporated into the Project's design. As discussed in the FGEIS, all components of the traffic program as well as its effects upon pedestrian movements will be subject to a monitoring program that will be reviewed by NYCDOT and will include, among other things, level of service analyses and signal progression analyses to verify the need for any project-related traffic improvements or mitigation measures identified in the FGEIS or subsequent Technical Memoranda, as well as any other traffic improvement measures implemented as part of the traffic monitoring plan.

Environmental Review of the Updated Plan

These Project modifications and schedule changes were analyzed in a Technical Memorandum dated February 10, 2011. In addition, the Technical Memorandum considered the effects of changes in background conditions and analysis methodologies under the *CEQR Technical Manual*. Background conditions and the status of development projects anticipated for completion by the Project build year (i.e., the no build list) were updated. The Technical Memorandum also addressed the updated guidance and analysis methodologies provided in the 2010 *CEQR Technical Manual*. Overall, the Technical Memorandum concluded that the Project modifications, schedule change, and changes in background conditions and methodology will not result in any significant adverse environmental impacts that were not previously identified in the FGEIS. Accordingly, it determined that preparation of a supplemental environmental impact statement was not warranted.

BENEFITS OF THE PROJECT

The Updated Plan will result in numerous benefits to the surrounding area and to the City as a whole. In total, the construction activity is estimated to generate up to approximately \$345.87 to \$352.94 million in tax revenues for New York City, the Metropolitan Transportation Authority (MTA), and New York State, including about \$124.99 to \$126.84 million for New York City. In terms of employment, the Project will generate up to approximately 17,561 person-years¹ of

¹ A person-year is the equivalent of one employee working full-time for one year.

direct construction employment, and up to approximately 7,251 permanent jobs once the development is complete, compared to approximately 1,700 jobs provided by the existing businesses in the District as reported in the FGEIS. Within New York City and New York State, total direct and generated jobs are estimated to be up to 11,843 and 13,526 jobs, respectively, upon Project completion.

With the Updated Plan, many of the benefits associated with the Project will be realized at the completion of the first phase of development, by 2016. The first phase of the Updated Plan will introduce approximately 1,875 jobs to the District, and will leave many of the existing industrial jobs in the eastern part of the District in place.

The development program that is currently contemplated for the initial development phase under the Updated Plan is less than the maximum floor area permitted by the approved zoning and URP, and may potentially result in approximately 15 percent less overall development floor area within the District. This reduction is due primarily to the smaller amount of residential use in the first phase of development. The smaller residential component with the Updated Plan would not result in a proportional reduction in economic activity under the Project because residential use is not a major generator of jobs and other economic activity compared to the commercial uses in the Project, which are largely preserved under the Updated Plan. Thus, the overall economic benefits of the Project could be marginally less than those estimated in the FGEIS for the Project, but would still be substantial.

The Project will also result in environmental benefits by addressing the greatest challenges to development in this underutilized industrial area: extensive site contamination, site elevation, and limited storm and sanitary sewer infrastructure. The Project will remediate the contamination throughout the entire District, as well as raise the grade of the District so that it is no longer within the Federal Emergency Management Agency (FEMA) 100-year floodplain. The Project includes extensive infrastructure improvements, including installation of new sanitary and stormwater lines and provision of on-site stormwater detention.

Furthermore, the Project will advance the land use and economic planning goals developed by the Downtown Flushing Task Force for Downtown Flushing, Flushing River waterfront, and the Willets Point area, which include the following:

- Create a regional destination that will enhance economic growth in Downtown Flushing and Corona;
- Improve environmental conditions in the District and reflect the sensitive nature of its waterfront setting;
- Create a larger, expanded Flushing core by integrating the two sides of the Flushing River through land use and design;
- Complement the adjacent recreational and sporting facilities;
- Optimize use of existing highway, public transit, and parking infrastructure to minimize local traffic impacts; and
- Create substantial positive economic value for the City and provide a source of quality jobs for area residents.

The Project will also achieve the following goals, which are consistent with the vision of the Downtown Flushing Development Framework:

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- Provide a substantial number of new housing units to help meet the growing demand for housing in Queens and the City as a whole;
 - Ensure that District housing would be affordable to a mix of incomes;
 - Provide a world-class example of superior urban design, with a focus on green building and sustainable design practices; and
 - Strengthen the role of Flushing and Corona as commercial centers in northern Queens, while helping to meet the demand for office space in Queens and the City as a whole.

Finally, as part of the Project, NYCEDC has initiated an ongoing Worker Assistance Program (WAP) to assist District workers who will be displaced by the Project. The WAP, which has been in place since January 2008 and has 505 enrollees, provides several educational opportunities including free English as a Second Language (ESL) classes, job training, and immigration services for District workers.

Given the current economic conditions, the City proposes to move ahead with the Updated Plan—including the acquisition, remediation and development of an initial portion of the District by 2016—which will serve as a catalyst for the ultimate completion of the full development of the District and realization of the benefits associated with the Project’s full build-out.

Phase 1 of the Updated Plan will advance several of the land use and economic planning goals developed by the Downtown Flushing Task Force for the District and the surrounding areas. The new residential, retail and hotel development along 126th Street will create a synergy with the new Citi Field, enhance economic growth in Downtown Flushing and Corona, and cultivate the future expansion of the Downtown Flushing core to the Flushing River waterfront. Phase 1 of the Updated Plan will advance important environmental benefits of the Project, by completing the environmental remediation and raising the grade to above the flood plain elevation within the footprint of the Phase 1 development.

The Updated Plan will also improve infrastructure within the District, as it will include installation of new sanitary and stormwater sewer lines, and will upgrade portions of the 72-inch water main traversing the District beneath Willets Point Boulevard, which serves a substantial portion of northeast Queens. The Updated Plan does not anticipate completion of the new connections to the Van Wyck Expressway during the initial development phase, as was contemplated under the Approved Plan. This is primarily attributed to the need to prioritize among the multiple infrastructure and site improvements that will be provided by the City as part of the District’s redevelopment. While some improvements—such as the new sanitary and sewer lines and the 72-inch water main upgrades—are necessary upon completion of Phase 1, the completion of the new connections to the Van Wyck Expressway is not necessary for the initial development phase and thus may be deferred until after completion of that phase. Moreover, while the City remains committed to the approval and construction of the new Van Wyck connections, Phase 1 will be completed and the substantial Phase 1 benefits will be realized even if the connections are not approved by FHWA and NYSDOT.

Based on the benefits described above and the facts and conclusions set forth below, the Office of the Deputy Mayor for Economic Development has determined to undertake the Updated Plan.

FACTS AND CONCLUSIONS RELIED UPON TO SUPPORT THE DECISION:

LAND USE, ZONING, AND PUBLIC POLICY

The Updated Plan will not result in significant adverse impacts on adjacent land uses. The Updated Plan will dramatically change land uses in the District by replacing predominantly low-density auto-related and industrial uses with a new mixed-use neighborhood that includes residential, retail, office, hotel, and convention center uses. Additionally, community facilities and open space will support the residential and commercial uses, and improve the quality of life for area residents and visitors. While the Updated Plan will result in a significant land use change, the effects of this change will not be adverse. The proposed convention center and commercial uses will enhance Flushing and Corona's roles as regional economic centers, and will attract visitors to the area.

The Updated Plan will create a pedestrian-oriented regional entertainment and commercial center along 126th Street. The proposed residential, commercial office, retail, hotel, community facility, open space, and parking uses are prevalent, and will generally be compatible with land uses, in nearby areas and would create synergy between Citi Field and the District. The residential and community facility uses proposed for the District will not be compatible with the industrial activities permitted on the adjacent Metropolitan Transportation Authority (MTA) property. However, the placement of high-density mixed-use or residential districts next to heavy manufacturing districts is not uncommon in the City, and will not result in a significant adverse impact.

Development within the District will be scaled to enhance pedestrian activity, with prescribed streetwall heights and locations, mandatory pedestrian circulation space, and other design elements to enhance building façades. The Special District will also mandate the provision of street trees, adequate sidewalks, and planted medians, and the development of a minimum of eight acres of publicly accessible open space. The Updated Plan will also include environmental remediation, grading and elevating the District above the floodplain, the installation of new sanitary and storm sewer lines, and the creation of a new connection to the Van Wyck Expressway. The Updated Plan will also be consistent with and supportive of specific goals of PlaNYC.

The new residential and other uses in the southwestern part of the District in the initial phase of development will be incompatible with the automotive and industrial uses that would temporarily remain in the northern and eastern part of the District. However, they will be buffered from one another and therefore this will not create a significant adverse impact.

Based on the guidance and analysis methodologies contained in the 2010 *CEQR Technical Manual*, the Updated Plan, including the Project modifications and schedule change, as well as the changed background conditions, will not change the FGEIS conclusion that the Project will not result in significant adverse environmental impacts with respect to neighborhood character or land use, zoning and public policy.

SOCIOECONOMICS

Development resulting from the Updated Plan will generate substantial economic benefits for New York City and New York State and, per the *CEQR Technical Manual* guidance, will not cause any significant adverse impacts related to direct residential displacement, indirect residential displacement, direct business and institutional displacement, indirect business and institutional displacement, or effects on specific industries.

One residential unit (one household) in the District will be displaced under the Updated Plan. The displacement of one household will not have the potential to result in significant adverse impacts due to direct residential displacement, and this household will be provided with relocation assistance. The Updated Plan will not result in significant adverse impacts due to indirect residential displacement. It will introduce 5,500 new residential units, or an estimated 14,795 new residents, to the study area. The Updated Plan will also allocate 35 percent of the residential units as affordable housing.

The Updated Plan will not result in significant adverse impacts due to direct business and institutional displacement, based on guidance provided in the *CEQR Technical Manual*. The Project will directly displace approximately 260 businesses and institutions (approximately 1,711 employees) that provide a variety of products and services within numerous economic sectors, including manufacturing, wholesale trade, retail trade, transportation and warehousing, accommodation and food services, and repair and maintenance. The majority of businesses that will be displaced (87 percent, or 227 of 260 businesses) are in auto-related sectors. Although the Updated Plan will displace businesses and institutions that employ many workers, and offer products and services valued by certain consumers, these businesses and institutions are not of substantial economic value to the region or City as defined under CEQR methodology. The District's businesses are not unique; similar services and products are provided throughout Queens, the City, and the region. In addition, the majority of these businesses and institutions will be able to relocate to other properties within Queens or the City. All interested businesses will also have access to relocation assistance from the city. Although rental costs will likely increase—as a result of the lower rents currently paid in the District compared with other manufacturing areas, and a competitive industrial real estate market citywide—most of these businesses will remain viable elsewhere.

The NYCEDC initiated an ongoing Worker Assistance Program (WAP) managed by industry professionals from LaGuardia Community College (LAGCC). The WAP has been in place since January 2008 and provides several educational opportunities including free English as a Second Language (ESL) classes, job training, and immigration services for District workers. The program has 505 enrollees, including 153 active participants in fall 2010 classes, and since inception at least 231 enrollees have completed at least one education or training course. Approximately 135 enrollees have attended a group immigration counseling session. The WAP offers expanded vocational training options and provides greater focus on employment placement for enrollees in 2011. Overall, the program has been successful at attracting workers, as the 505 enrollees represent nearly 30 percent of the employees in the District.

The Updated Plan will not result in significant indirect business and institutional displacement impacts due to increased rents. While the introduction of new residents, workers, and visitors to the District will alter existing economic patterns within the District, these changes will not lead to substantial indirect business displacement within the broader study area. Existing local retail establishments in the study area will continue to be more convenient to study area residents outside of the District, while the Project's residents and visitors—especially convention center and hotel visitors—will shop and dine primarily at retail establishments in the District. The Updated Plan will, therefore, not result in substantial changes in demand for goods and services that will alter economic conditions in the broader study area. The Updated Plan will represent a continuation of existing trends toward the development of retail, office, hotel, and residential uses in the study area, rather than the introduction of a new trend that would change existing economic patterns in the study area.

The Updated Plan will not result in significant adverse impacts on any specific industry. Although a large concentration of auto-related uses (227 businesses) will be displaced from the District, these displaced businesses and their associated employment will not significantly impact the industry as a whole per CEQR methodology. The potentially displaced businesses and employment represent less than 5 percent of citywide employment within the auto-related sectors, and the businesses could relocate within the City, potentially in other auto-related clusters, thereby maintaining existing business and employment counts within the industry. Additionally, with 3,642 auto-related businesses within New York City, auto-related goods and services are available elsewhere. Therefore, the potential displacement of these uses from the District will not jeopardize the viability of any industries that rely on those services.

The Updated Plan will generate substantial economic benefits for New York City and New York State and will include 35 percent of residential units as affordable housing, as well as, publicly accessible open space and, at full build-out, a public school.

The economic benefits of the Updated Plan will be realized incrementally under the first phase of development. The first phase of the Updated Plan will introduce approximately 1,875 jobs to the District, and at full build-out the Updated Plan will introduce approximately 7,000 permanent jobs. During the initial phase of development under the Updated Plan, the elevated east-west streets will be graded to slope down to the existing streets in the eastern part of the District, allowing continued access to and from remaining businesses in the District. Therefore, the first phase of the Updated Plan will not have the potential to adversely affect business conditions in the eastern portion of the District. Therefore, the Updated Plan will not change the FGEIS conclusion that the Project will not result in significant adverse environmental impacts with respect to socioeconomic conditions. Furthermore, the Worker Assistance Program will continue under the Updated Plan.

The changes in background conditions described above will not change the FGEIS conclusion that the Project will not result in significant adverse environmental impacts with respect to socioeconomic conditions. Furthermore, use of the 2010 *CEQR Technical Manual* methodology will not change the FGEIS conclusion that the Project will not result in significant adverse impacts with respect to socioeconomic conditions.

At full build-out in 2022, the socioeconomic effects of the Updated Plan will be the same as those identified for the Approved Plan in the FGEIS. The Updated Plan will afford additional time to find suitable relocation sites for the District's larger businesses, which are concentrated in the eastern portion of the District and have more specific relocation needs than the District's smaller businesses.

Under the Updated Plan, the schedule change will delay the displacement of some employees from the District, but it will not result in different socioeconomic effects at full build-out. The schedule change will not affect the NYCEDC commitment to the WAP. Overall, the schedule change to full build-out in 2022 will not change the FGEIS conclusion that the Project will not result in significant adverse environmental impacts with respect to socioeconomic conditions.

COMMUNITY FACILITIES

The Updated Plan will not affect access to or physical operations of any existing community facilities or police or fire facilities. Emergency responders are and will remain able to adequately serve the District. Therefore, the Updated Plan will not result in significant adverse impacts to police or fire protection services.

As under the Approved Plan, the Updated Plan will include the development of a new public school facility by 2022 that will alleviate the potential school seat shortfall created by the full build-out of the Project. Updated analyses of community facilities were undertaken to determine whether the 2010 *CEQR Technical Manual* methodologies or the changed background conditions could affect the conclusions of the FGEIS. The completion of the first phase of the Updated Plan in 2016 will introduce 400 residential units, which could introduce approximately 112 elementary school students and 48 middle school students. The first phase will increase the elementary and intermediate school utilization rates within the 1-mile Study Area by approximately 4.7 percent and 3.6 percent respectively. Within Sub-district 2 of CSD 25, the first phase will increase the elementary and intermediate school utilization rates by approximately 2.2 percent and 3.6 percent, respectively. These increases in utilization rates will be below the five percent guidance thresholds for significant adverse impacts outlined in the 2010 *CEQR Technical Manual*. While construction of an interim school was considered for the larger initial phases of development under the Staged Acquisition Alternative and the Adjusted Plan, based on CEQR guidance and consultation with the School Construction Authority, construction of an interim school facility is not warranted as part of the Updated Plan's initial development phase.

Moreover, the updated analyses find that, accounting for the changes to background conditions and methodology, the full build-out of the Updated Plan will not result in any significant adverse impacts to community facilities that were not previously identified in the FGEIS. Overall, the Updated Plan will not result in any significant adverse impacts on public elementary, intermediate, or high schools within any of the study areas analyzed.

Additionally, the Updated Plan will not result in any significant adverse impacts on public libraries or area hospitals.

The proposed schedule change will not result in any significant adverse impacts to community facilities that were not previously identified in the FGEIS.

OPEN SPACE

The Updated Plan will not result in significant adverse open space impacts. At its completion, the Updated Plan will create a minimum of eight acres of publicly accessible open space. In the future with the Updated Plan, the area surrounding the District will continue to have adequate active and passive open space resources. Although ratios of open space acreage to area resident and worker populations will decline, for the most part the open space ratios will exceed existing City guidelines. Only the ratio of active open space to residents and the ratio of passive open space to workers will be below the recommended ratios; the passive open space ratio for residents and the passive open space ratio for workers and residents combined will be well above City goals. Upon completion, the effects of the Updated Plan on open space will be the same as described in the FGEIS.

The first phase of the Updated Plan will include 2.08 acres of new publicly accessible open space. With this open space in place and a smaller development program resulting in lower demand for open space resources, the development of the first phase of the Updated Plan will not result in any significant adverse open space impacts.

Overall, accounting for the changes to background conditions and the updated methodology, as well as the Project modifications, the Updated Plan will not result in any significant adverse open space impacts.

SHADOWS

The Updated Plan will not have any significant adverse impacts from shadows.

The shadows analysis in the FGEIS concluded that while some incremental shadow will be cast onto Flushing Bay, the Flushing Bay Promenade, and the Flushing River in some seasons, none of these resources will receive incremental shadow on all four representative days of the year studied. Furthermore, throughout the spring, summer, and fall seasons, incremental shadow will be limited to an hour or less on any given resource and will cover relatively small areas. In the winter, when shadows are longest, over two hours of Project-generated shadow will be cast on portions of Flushing Bay and the Flushing Bay Promenade in the morning, but large areas of these resources will remain free of incremental shadow during these times, and the shaded areas will receive sunlight for the remainder of the analysis day. Therefore, the analysis concluded there will be no significant adverse shadow impacts as a result of the Project. A shadows screening analysis was performed, and concluded that the potential development in Lots B and D will not cause a significant adverse impact on any sun-sensitive resources.

The shadows analysis in the FGEIS conservatively modeled the footprint of the entire Willets Point Development District at the maximum height allowed under the Federal Aviation Authority (FAA) limits throughout the District. The Updated Plan could result in a smaller development program that will not realize the maximum bulk or height of the studied massing envelopes. Therefore, no additional new shadows beyond those described in the FGEIS will occur. Furthermore, the 2010 *CEQR Technical Manual* does not contain any changes to shadows analysis methodology that will alter the conclusions presented in the FGEIS. Therefore, the Updated Plan is not expected to result in significant adverse shadow impacts.

HISTORIC RESOURCES – ARCHAEOLOGICAL RESOURCES

Both the New York City Landmarks Preservation Commission (LPC) and the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) have determined that the District is not sensitive for archaeological resources. Therefore, the Updated Plan will not have the potential to affect archaeological resources.

There are no changes to background conditions or methodology that would substantively affect the analysis or conclusions presented in the analysis of archeological resources in the FGEIS. Furthermore, the schedule change would not change the FGEIS conclusions concerning the Project's impacts with respect to archaeological resources.

URBAN DESIGN AND VISUAL RESOURCES

The Updated Plan will dramatically alter and greatly improve the urban design and general appearance of the District. The site is currently underdeveloped with low-scale buildings primarily related to automotive repair, as well as larger industrial buildings. The Updated Plan will result in new buildings of various heights, and introduce active uses that will increase the vitality of the District and increase pedestrian traffic to the District and the surrounding area. The appearance of the District will also be improved by providing new streets and streetscape elements. The District and surrounding area will be integrated by creating a new pedestrian-scaled street network and adding new publicly accessible open spaces. A new street pattern—including two main connector streets, a primary retail street, two secondary retail streets, residential streets, eastern perimeter street, and service streets—and new block forms will be established in the District.

The Updated Plan will not have a significant adverse impact on visual resources, including Flushing Bay, the Flushing Bay Promenade, Flushing Meadows-Corona Park, and the 1964 World's Fair structures.

Overall, the District will be transformed into a mixed-use area with retail, entertainment, and restaurant uses, and will create a pedestrian-friendly environment that will complement the proposed residential area. The Updated Plan will significantly alter the urban design of the District, and will ultimately have a beneficial impact on the overall appearance and feel of the District.

Specific plans for development have not yet been formulated for the Updated Plan; thus, future development will be designed in accordance with the requirements of the Willets Point Urban Renewal Plan and the District's regulations.

The Updated Plan will include a smaller development footprint during the initial phase of development. New buildings will be constructed at the southernmost end of the District and along 126th Street south of 35th Avenue by 2016. The new development will include residential, retail, hotel, and parking uses, as well as approximately 2.08 acres of publicly-accessible open space. Some of the lots surrounding this area will be acquired and cleared by 2016, and thus will serve as a buffer between the new development and existing uses. Because streets in the northern and eastern portions of the District will remain at their existing grade through 2016, during the first years of the development period streets in the southwestern portion of the District will be graded to slope down to the existing streets to the east to allow continued access to and from all areas of the District.

The FGEIS analysis is consistent with the requirements of the updated methodologies of the 2010 *CEQR Technical Manual*. The conclusions of the analysis will not change as a result of the updated methodologies of the 2010 *CEQR Technical Manual*. Furthermore, the changes in the anticipated years of completion for the first phase and the full build-out of the Project will not result in any new or different significant adverse environmental impacts to urban design and visual resources that were not previously identified in the FGEIS.

WATERFRONT REVITALIZATION PROGRAM

The Updated Plan will be consistent with citywide policies for fostering residential and commercial development, creating public access in the coastal zone, and protecting sensitive natural and historic resources. Thus, the Updated Plan will be consistent with the City's 10 Waterfront Revitalization Program (WRP) policies and standards.

There are no changes to background conditions or methodology that will change the FGEIS conclusion with respect to the waterfront revitalization program. Furthermore, the schedule change will not change the FGEIS conclusion that the Project will not result in significant adverse environmental impacts with respect to the waterfront revitalization program.

NATURAL RESOURCES

The Updated Plan will not result in significant adverse impacts on terrestrial natural resources, wetlands, aquatic resources, endangered species, threatened species, or species of special concern. In fact, the development will offer benefits to natural resources (such as improved habitat) and is expected to include sustainable design elements.

The Updated Plan will result in the same effects on natural resources as described in the FGEIS. There are no changes to background conditions or methodology that will substantively affect the

analysis or conclusions presented in the analysis of natural resources in the FGEIS. Furthermore, the schedule change will not change the FGEIS conclusions concerning the Project's impacts with respect to natural resources.

HAZARDOUS MATERIALS

Although some hazardous materials may remain in the subsurface following construction of the Updated Plan, with the implementation of remedial measures detailed in the FGEIS and Technical Memoranda, there will be no exposure pathways and thus no further potential for significant adverse impacts.

The Updated Plan will utilize "E"-Designations and Restrictive Declarations to ensure that there will be no significant adverse impacts with respect to hazardous materials. Since remediation activities will occur incrementally under the Updated Plan, certain safeguards may be required to ensure that existing hazardous materials contamination on the eastern and northern portions of the District will not migrate to the southwestern portion of the District subsequent to the remediation of these properties. These safeguards could include installation of sheeting or low permeability barriers along portions of the boundary between the remediated and unremediated portions of the District.

There are no changes to background conditions or methodology that will change the FGEIS conclusion with respect to hazardous materials. Furthermore, the schedule change will not change the FGEIS conclusion that the Project will not result in significant adverse environmental impacts with respect to hazardous materials.

INFRASTRUCTURE

Although the Updated Plan will generate new demand on infrastructure, the municipal water supply, sanitary sewage, and stormwater systems serving the District and surrounding area, as enhanced under the Updated Plan, will have adequate capacity to meet the needs of the Project.

The Updated Plan includes a new plan for the upgrade to the existing 72-inch water main, which serves portions of northeast Queens. As a result of discussions with DEP, the Updated Plan contemplates replacing portions or all of the 72-inch water main traversing the District beneath Willets Point Boulevard. Raising the site grade to above the flood plane was previously considered in the FGEIS; however, relocating the 72-inch water main was not. With this plan Willets Point Boulevard will be raised to flood plain elevation and the water main will be repositioned higher in the street bed. There will be no interruptions in service and no significant adverse impacts will result.

Whereas the development scenarios assessed in the FGEIS and in previous technical memoranda assumed construction of a new pump station (most likely within the District) and a force main to connect the District to the combined sewer in 108th Street, per DEP guidance, the Updated Plan will include the use of a gravity flow system instead. Because the gravity flow system will be sized to accommodate the expected sanitary flows, the use of such a system will not result in any significant adverse impacts not previously identified in the FGEIS.

With the Updated Plan the stormwater management plan will be implemented in stages. The stormwater management plan will be implemented in the southwestern portion of the District to serve the initial phase of development and in the remainder of the District by full build-out, and no significant adverse impacts will result. Stormwater management practices may include a detention system or other sustainable design features, including but not limited to in-building water detention, graywater recycling, vegetated swales, green and/or blue roofs, and decorative wet ponds.

As part of the ongoing infrastructure work in support of the Project, planning has progressed to increase the capacity of the stormwater outfall at 126th Street. A Joint Application for Permits was submitted to the New York State Department of Environmental Conservation (NYSDEC) and the United States Army Corps of Engineers (USACE) on November 4, 2010 for the proposed replacement of the 126th Street storm sewer outfall. The USACE issued authorization to NYCEDC for the replacement of the 126th Street outfall in December 2010. A NYSDEC permit for the outfall was issued on February 3, 2011. The outfall is included in technical documentation (i.e., Amended Drainage Plan and the 126th Street sewer design documents) currently under review by the NYCDEP.

The changes in background conditions will not change the FGEIS conclusion that the Project will not result in significant adverse environmental impacts with respect to water supply, sanitary sewage, and stormwater. Furthermore, the schedule change with the Updated Plan will not change the conclusion that the Project will not result in significant adverse environmental impacts with respect to water supply, sanitary sewage, and stormwater.

The 2010 *CEQR Technical Manual* includes updated guidance for predicting a proposed project's water usage and sewage generation. An updated analysis was undertaken using these rates and concluded that the changes to CEQR methodology will not result in any significant adverse impacts not previously identified in the FGEIS.

SOLID WASTE AND SANITATION SERVICES

No significant adverse impacts on solid waste and sanitation services will result from the Updated Plan. The municipal systems serving the District have adequate capacity to meet the projected increases in demand. In addition, planned local improvements in City services will address the needs of the Updated Plan.

The changes in background conditions and the schedule change will not change the FGEIS conclusion that the Project will not result in significant adverse environmental impacts with respect to solid waste and sanitation services.

ENERGY

The Updated Plan will increase demands on electricity and gas. However, relative to the capacity of these systems and the current levels of service within New York City, these increases in demand will be insignificant and will not result in a significant adverse impact on the supplies of electricity and gas in the region or the City as a whole.

The 2010 *CEQR Technical Manual* includes updated guidance for predicting a proposed project's energy usage. Although the updated energy consumption rates predict a higher level of energy consumption, this increase will be insignificant relative to the capacity of the energy system and current levels of service within New York City and will not change the FGEIS conclusion that the Project will not result in significant adverse impacts with respect to energy.

PARKING

Development under Phase 1 of the Updated Plan will generate a peak parking demand of approximately 731 spaces on weekdays and 1,175 spaces on Saturdays. The Updated Plan will provide a total of 950 parking spaces in Phase 1. This number of parking spaces will meet the expected peak weekday demand, but could result in parking shortfalls of up to 225 spaces during the Saturday afternoon period. However, the assessment of parking demand provides a conservative projection of future conditions, and the projected shortfall may or may not

materialize. NYCEDC will monitor parking conditions on an ongoing basis as Phase 1 is developed and, if shortfalls are identified and adequate parking is not available in the Phase 1 area during the weekend analysis peak demand hours when off-street parking capacity is not available in the adjacent lots at Citi Field, will provide a sufficient amount of additional interim parking in portions of the buffer area. Upon full build-out, the Updated Plan will include 6,700 parking spaces, and will satisfy the projected parking demand of the Project. The projected parking demand of the fully built Updated Plan will therefore not affect other nearby Citi Field, commuter, municipal, and other public on-street or off-street parking areas. Therefore, the Updated Plan will not change the FGEIS conclusion that the Project will not result in significant adverse environmental impacts with respect to parking.

AIR QUALITY

Although the Updated Plan will result in increased traffic and associated vehicular air emissions, the potential air quality effects are not significant. Analysis results show that with the proposed traffic mitigation measures, future concentrations of pollutants with the Updated Plan will not result in any significant adverse air quality impacts, the exceedance of *de minimis* thresholds for CO, or the PM_{2.5} interim guidance criteria.

Nearby existing sources from manufacturing or processing facilities were analyzed for their potential impacts on the development that will be introduced under the Updated Plan. The results of that industrial source analysis concluded that there will be no significant adverse air quality impacts from existing industrial uses within 1,000 feet of the District.

Detailed mobile source modeling performed for the FGEIS and the FGEIS analysis of emissions associated with the proposed parking facilities are consistent with the methodologies described in the 2010 *CEQR Technical Manual*. These analyses determined that the Approved Plan would not have significant air quality impacts associated with mobile sources or parking facilities. With the Updated Plan, the consolidated garage in the initial development phase and any parking facilities developed with the full build-out will be smaller than the conceptual garage analyzed in the FGEIS and will have a lower usage rate and therefore will not alter the FGEIS conclusions regarding parking facilities.

Furthermore, the changes to the 2010 *CEQR Technical Manual* methodology for analyzing industrial sources will not affect the analyses conducted for the FGEIS and the conclusion that there will be no potential for significant impacts from industrial sources. With the Updated Plan, it is anticipated that one industrial emissions source may remain within 400 feet of the area that will be developed by 2016. This use was evaluated as part of the Staged Acquisition Alternative presented in the FGEIS, employing methodology that has not changed. No potential for significant adverse impacts on air quality was identified with the Staged Acquisition Alternative and therefore there will be no potential for significant adverse impacts on air quality with the Updated Plan.

The 2010 *CEQR Technical Manual* includes changes to the heating, ventilation, and air conditioning (HVAC) screening methodology that was used in the FGEIS. Therefore, the screening analyses were updated to reflect the updated *Technical Manual* procedures. As disclosed in the FGEIS, restrictions on fuel use and HVAC stack placement will be imposed on the District via "E"-Designations to preclude the potential for significant adverse impact on air quality. With the revised *CEQR Technical Manual* methodology, the E-designation restrictions provided in the FGEIS will be revised for the Updated Plan as described in the most recent Technical Memorandum.

The schedule change will not affect any of the conclusions regarding air quality.

GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

Given the District's location within the 100-year floodplain, the potential effects of global climate change on the Updated Plan have been considered. Although a large range of sea level rise is possible depending on the precise emissions and response scenarios used for global modeling, the proposed elevation of the District under the Updated Plan will be sufficient such that the Project will not be impacted under the most probable conditions.

Development within the District will reflect any changes to the floodplain elevations that may result from current efforts to update them based on recent data. The City is also engaged in several initiatives related to better assessing potential local climate change impacts and developing City-wide strategies to adapt to projected effects of climate change. As detailed local climate change projections become available and are adopted into the City's infrastructure design criteria, such criteria will be incorporated into the development program. The City's agreement with the developer will require the preparation of an engineering study prior to commencement of construction that will assess the feasibility of implementing adaptation strategies for climate change impacts into the design of the development program in light of the most current climate change projections. Based on that engineering study, the City will require the developer to implement the adaptation strategies determined to be practicable.

The City will require the selected developer to submit, prior to the placement of fill, an assessment of the appropriate grade for the District in light of all available information concerning potential sea level rise and other changes due to climate change. If appropriate and if warranted by data available at that time, the City will have the authority to require an increase in the proposed grade of the District or the use of other measures to protect infrastructure from potential sea level rise.

Since the completion of the FGEIS, guidance for conducting a greenhouse gas (GHG) emissions analysis under CEQR has been developed and presented in Chapter 18 of the 2010 *CEQR Technical Manual*. A detailed assessment of the potential for GHG emissions from the Updated Plan found that the site location, the dense, mixed-use design, the commitments to achieve energy efficiency, and other measures incorporated in the Project will result in lower GHG emissions than would otherwise be achieved by similar residential and commercial uses. Therefore, the Updated Plan will be consistent with the City's citywide GHG reduction goal.

NOISE

The Updated Plan will not result in any significant adverse noise impacts that were not identified in the FGEIS. The buildings proposed to be built under the first phase of the Updated Plan along the buffer zone will have a direct line of sight to the existing industrial uses remaining in the District and will require attenuation. As detailed in the February 10, 2011 Technical Memorandum, to meet CEQR interior noise level requirements, buildings in the District will be required to provide between 30 and 37 dB of building attenuation (e.g., using double-glazed windows with good sealing properties; alternate ventilation, such as central air-conditioning; and additional building insulation).

The updated 2010 *CEQR Technical Manual* includes numerous revisions to the guidance for environmental review and changes to methodologies for various technical analyses. The attenuation requirements for each block and lot of the District that have been identified in the Technical Memorandum take the new CEQR attenuation requirements into account as well as

the condition during which existing industrial land uses will remain adjacent to new land uses as part of the Updated Plan. These attenuation requirements will be enforced by the existing “E”-Designations and/or subsequent Restrictive Declarations on the District.

PUBLIC HEALTH

The Updated Plan will not result in any significant adverse public health impacts related to air quality or hazardous materials. While the traffic generated by and the full build-out of the Updated Plan is expected to produce significant increases in noise levels at the World’s Fair Marina Park north of the District during the Saturday midday time period, the projected noise levels at the park are not expected to be higher than typical for parks in New York City. Based upon the magnitude and location of this noise level, a significant adverse impact on public health is not expected. Therefore, the Updated Plan will not result in significant adverse impacts to public health.

The changes in background conditions and the schedule change will not change the FGEIS conclusion that the Project will not result in significant adverse environmental impacts with respect to public health. Based on the guidance and analysis methodologies contained in the 2010 *CEQR Technical Manual*, no further analysis is warranted with respect to public health.

NEIGHBORHOOD CHARACTER

The Updated Plan will dramatically change neighborhood character in the District. The new, active mix of residential, retail/entertainment, office, open space, hotel and conference center, and community facility uses will be an improvement over conditions in the future without the Project.

The proposed convention center and commercial uses will enhance Flushing and Corona’s roles as regional economic centers, and will attract visitors to the area. The proposed residential, commercial office, retail, hotel, community facility, open space, and parking uses will be consistent with the uses and character in the surrounding area, particularly those within the dense commercial center of Downtown Flushing. Additionally, the site planning and urban design of the District will serve to integrate the District with surrounding entertainment and recreational uses. Although the proposed residential and community facility uses will not be compatible with industrial uses on the adjacent MTA property, it is not uncommon to find this type of juxtaposition in older manufacturing districts near the waterfront.

With the Updated Plan, the redeveloped portion of the District in the first phase of development will contrast sharply with the remainder of the District, as new residential and commercial development will be juxtaposed with an automotive-oriented and industrial area. However, the new development in the initial phase will be surrounded by a large buffer area, which will be vacated and primarily cleared and will provide an appropriate transition between the two areas.

The changes in background conditions and the schedule change will not change the FGEIS conclusion that the Project will not result in significant adverse environmental impacts with respect to neighborhood character. In addition, the 2010 *CEQR Technical Manual* methodology will not alter the FGEIS conclusions with respect to neighborhood character.

CONSTRUCTION

Because the District is isolated from the surrounding neighborhoods, no significant adverse impacts related to land use, neighborhood character, or community facilities in those surrounding neighborhoods are expected as a result of construction.

The District is large, and much of it is well-removed from publicly accessible locations where people will be expected to be present for extended durations. No long-term significant adverse noise impacts are expected from construction activities. Likewise, as described in the FGEIS, measures will be taken to address both the pollutant emissions levels and the location of emission sources relative to receptor locations, to ensure that significant impacts on air quality during construction will not occur.

The Updated Plan will involve the same types of construction activities as described in the FGEIS, and will comply with the same laws, codes, and other rules and regulations as the Approved Plan (e.g., Local Law 77, the New York City Noise Control Code, and the treatment of any potentially hazardous materials in accordance with federal, State and New York City regulations). The longer construction period and longer cleanup and remediation schedule for the Updated Plan will also yield an overall lower intensity of construction activity. Therefore, any temporary air quality or noise effects from construction with the Updated Plan will be less than or the same as predicted in the FGEIS, and as determined therein will not cause any significant adverse impacts.

The changes in background conditions and methodology will not result in any significant adverse construction impacts related to land use, neighborhood character, community facilities, air quality, or noise.

POTENTIAL SIGNIFICANT ADVERSE IMPACTS

Several potential significant adverse environmental impacts have been identified with the Updated Plan. No new significant adverse impacts were identified for the Updated Plan that were not identified in the FGEIS. The significant impacts are described in greater detail below:

DAY CARE FACILITIES

The initial phase of development of the Updated Plan will result in 400 residential units, of which approximately 140 units (35 percent) will be affordable. Based on the updated CEQR generation rates for publicly funded day care eligible children, this number of affordable units could introduce approximately 20 children under the age of 6 eligible for publicly funded child care services. This demand will not result in a significant adverse impact on publicly funded day care services.

The full build-out of the Updated Plan could result in a significant adverse impact on the availability of day care services within a one-mile radius of the District. This significant adverse impact was identified in the FGEIS. To mitigate the potential impact on day care facilities, NYCEDC will require, as part of the developer's agreement, that a future developer consult with the New York City Administration for Children's Services (ACS) to determine the most appropriate way to meet demand for publicly funded day care services generated by affordable housing development in the District.

HISTORIC RESOURCES - ARCHITECTURAL RESOURCES

The Updated Plan contemplates demolition of the former Empire Millwork Corporation Building. The former Empire Millwork Corporation Building—located within the boundaries of the District—was found by OPRHP to be eligible for listing on the State and National Registers of Historic Places (S/NR). Demolition of this building will therefore constitute a significant adverse impact on architectural resources. As described in the FGEIS, NYCEDC will encourage future developers to retain part or all of the building as part of their formal request for proposals process. Furthermore, measures to mitigate this impact will be developed in consultation with

OPRHP. These measures could include recording the building through Historic American Buildings Survey (HABS)-level photographic documentation and accompanying narrative. However, as discussed below in the discussion of the No Unmitigated Impact Alternative, it may not be feasible to eliminate this impact by reusing the building. Therefore, it will constitute an unavoidable significant adverse impact on this historic resource as a result of the Updated Plan. This significant adverse impact was identified in the FGEIS.

TRAFFIC

The FGEIS identified a number of potential significant adverse traffic impacts that will result from the Project, and also predicted that some of these will occur after an initial phase of development under the Staged Acquisition Alternative. Of the 29 intersections analyzed, the FGEIS found that the Approved Plan will result in significant traffic impacts at 22 intersections in the weekday AM peak hour, 18 in the weekday midday peak hour, 24 in the weekday PM peak hour, and 22 in the non-game-Saturday midday peak hour. During the PM pre-game weekday peak hour the Approved Plan will result in significant traffic impacts at 25 intersections and during the Saturday pre-game and post-game peak hours there will be significant impacts at 24 intersections. The FGEIS predicted that some sections of the highway mainlines and critical ramp junctions will also be significantly impacted under the Approved Plan.

The FGEIS found that many of these impacts could be mitigated with traffic improvements such as signal timing changes, installation of signal equipment, parking regulation changes, and a minor turn prohibition, which measures are described in detail in the FGEIS. Out of the 29 intersections analyzed in the traffic study area during the seven peak hours, all significant adverse traffic impacts could be fully mitigated with the following exceptions:

- In the non-game day weekday AM peak hour, there will be three partially mitigated intersections—Northern Boulevard at Parsons Boulevard, 34th Avenue at 126th Street, and Sanford Avenue at Parsons Boulevard—and 12 unmitigatable intersections, including: Northern Boulevard at 108th, 114th, 126th, Prince, Main, and Union Streets; Roosevelt Avenue at 114th, 126th, Prince, and Main Streets, and at College Point Boulevard; and 126th Street at the new Willets Point Boulevard.
- In the non-game day weekday midday peak hour, the Northern Boulevard intersection at Union Street and Parsons Boulevard would be partially mitigated, and 8 intersections could not be mitigated, including: Northern Boulevard at 126th Street; 34th Avenue at 126th Street; Roosevelt Avenue at 114th, 126th, Prince, and Main Streets, and at College Point Boulevard; and 126th Street at the new Willets Point Boulevard.
- In the non-game day weekday PM peak hour, the Parsons Boulevard intersections at Northern Boulevard and Roosevelt Avenue, and at Sanford Avenue will be partially mitigated, and 14 intersections would not be mitigated, including: Northern Boulevard at 108th, 114th, 126th, Prince, Main, and Union Streets; 34th Avenue at 126th Street; Roosevelt Avenue at 114th, 126th, Prince, Main, and Union Streets, and at College Point Boulevard; and 126th Street at the new Willets Point Boulevard.
- In the non-game day Saturday midday peak hour, there will be three partially mitigated intersections—Parsons Boulevard at Northern Boulevard, Roosevelt Avenue and Sanford Avenue—and 13 unmitigatable intersections, including: Northern Boulevard at 108th, 126th, Main, Prince, and Union Streets; 34th Avenue at 126th Street; Roosevelt

Avenue at 114th, 126th, Prince, Main, and Union Streets, and at College Point Boulevard; and 126th Street at the new Willets Point Boulevard.

- In the weeknight pre-game peak hour, Northern Boulevard at Parsons Boulevard and 34th Avenue at 126th Street could only be partially mitigated, and 14 intersections could not be mitigated, including: Northern Boulevard at 108th, 114th, 126th, Prince, Main, and Union Streets; Roosevelt Avenue at 114th, 126th, Prince, Main, and Union Streets, and at College Point Boulevard; Sanford Avenue at Parsons Boulevard; and 126th Street at the new Willets Point Boulevard.
- In the Saturday pre-game peak hour, Northern Boulevard at Union Street and at Parsons Boulevard, Sanford Avenue at Parsons Boulevard, and 34th Avenue at 126th Street would be partially mitigated, while 13 intersections could not be mitigated, including: Northern Boulevard at 108th, 114th, 126th, Prince, and Main Streets; Roosevelt Avenue at 114th, 126th, Prince, Main, and Union Streets, and at College Point Boulevard; College Point Boulevard at the Northern Boulevard service road; and 126th Street at the new Willets Point Boulevard.
- In the Saturday post-game peak hour, there will be three partially mitigated intersections—Parsons Boulevard at Northern Boulevard, Roosevelt Avenue and Sanford Avenue—and 13 intersections could not be mitigated, including: Northern Boulevard at 108th, 114th, 126th, Prince, and Union Streets; 34th Avenue at 126th Street; Roosevelt Avenue at 114th, 126th, Prince, Main, and Union Streets, and at College Point Boulevard; and 126th Street at the new Willets Point Boulevard.

The FGEIS determined that there was no practicable mitigation for the significant impacts predicted for highway segments.

In the most recent Technical Memorandum, analyses were performed to determine whether the Updated Plan will result in changes to the conclusions presented in the FGEIS regarding the potential for significant adverse traffic and parking impacts. The traffic analyses include an assessment of traffic conditions in 2022, at full build-out, and in 2016, when Phase 1 of the Updated Plan is complete. The scope and level of analysis performed for the Phase 1 (2016) and full build-out (2022) analyses differs as described below.

As the program for the Updated Plan at full build-out (2022) is the same as what was analyzed in the FGEIS, the full build-out (2022) traffic analysis focuses on changes in background conditions and methodology. The Updated Plan contemplates a smaller Phase 1 development program and footprint; therefore, the Phase 1 (2016) traffic analysis focuses on the Project modifications as well as changes in background conditions and methodology. The overall conclusion of the traffic analyses is that with both the Phase 1 (2016) development and the full build-out (2022) of the Updated Plan, traffic conditions will be similar to or better than what was projected for the full build-out of the Approved Plan in the FGEIS. There will be fewer significant adverse impacts, and similar or less intense mitigation measures will be needed for both the Phase 1 (2016) development and the full build-out (2022) of the Updated Plan as compared to the Approved Plan.

Project Modifications

2016 Phase 1 Development

The Phase 1 development in the Updated Plan differs from the Phase 1 development considered in the Staged Acquisition Alternative within the FGEIS in the following ways: 1) the development programs are different; 2) the Phase 1 development in the Staged Acquisition Alternative will be in place by 2013, while the Phase 1 development with the Updated Plan will be in place by 2016; 3) it is contemplated that the proposed connections to the Van Wyck Expressway assumed to be in place upon Phase 1 completion with the Staged Acquisition Alternative will not be in place upon Phase 1 completion with the Updated Plan; 4) the proposed Eastern Perimeter Road assumed to be in place upon Phase 1 completion with the Staged Acquisition Alternative will not be in place upon Phase 1 completion with the Updated Plan; 5) Project parking will be consolidated within one parcel (called A1) under Phase 1 (2016) of the Updated Plan as compared to being distributed among several parcels in Phase 1 of the Staged Acquisition Alternative; 6) Project-related traffic improvements are proposed as part of the Phase 1 (2016) development that were not part of Phase 1 of the Staged Acquisition Alternative.

With the Updated Plan, the Phase 1 development will generate 555 to 1,859 vehicle trips during peak hours. Although the Updated Plan's Phase 1 development is substantially smaller than the Phase 1 development in the Staged Acquisition Alternative in the FGEIS, a traffic analysis was performed due to the later build year and because it is contemplated that the proposed connections to the Van Wyck Expressway will not be in place, which will result in the rerouting of some Project-generated trips through the surrounding highway and local street network. A detailed analysis of expected traffic conditions under the Updated Plan's Phase 1 (2016) development was performed to identify the potential for new or different significant adverse traffic impacts due to these modifications. All 29 intersections and 19 highway locations analyzed for the full build-out of the Approved Plan within the FGEIS were analyzed for the Updated Plan's Phase 1 (2016) traffic analyses. The Updated Plan's Phase 1 analysis results were compared to those of the full build-out in the FGEIS to determine whether new or different significant adverse impacts will be expected, and the extent to which mitigation measures were needed and available. The analysis concludes that, overall, there will be fewer significantly impacted intersections and substantially fewer significantly impacted individual lane groups during all analyzed peak hours in Phase 1 as compared to the Approved Plan. Under the Phase 1 development, no new intersections or time periods will be significantly impacted where significant impacts were not previously identified in the FGEIS for the Approved Plan. At certain intersections, different individual lane groups will experience a significant impact than what was predicted in the FGEIS; however, at all of those intersections during those time periods, the FGEIS predicted significant impacts for some lane groups. Thus, the Phase 1 development will not result in any new intersections to have significant adverse impacts not identified in the FGEIS.

The Technical Memorandum also included a highway network analysis to determine whether the Updated Plan would result in changes to the conclusions presented in the FGEIS regarding the potential for significant adverse highway impacts. The analysis concluded that no highway segments that were not predicted to have significant impacts under the Approved Plan will have significant impacts under Phase 1 of the Updated Plan.

2022 Full Build Out - Proposed project-related traffic improvements

Project-generated traffic anticipated with the full build-out of the Updated Plan will be the same as the project-generated traffic anticipated with the Approved Plan. Both the Approved Plan and

the Updated Plan will generate a total of 3,302, 4,905, 6,090, and 6,625 vehicle trips (auto, taxi, and delivery trips) during the weekday AM, midday, PM, and Saturday midday non-game day peak hours, respectively. On game days, the Updated Plan will generate an estimated 4,879 vehicle trips during the weekday PM pre-game peak hour and 5,205 and 4,866 vehicle trips in the Saturday pre-game and post-game hours, respectively. Assignments of project-generated traffic will also remain the same as those assumed in the Approved Plan.

The only Project modification associated with the full build-out of the Updated Plan that could affect traffic conditions is the change in Build year from 2017 to 2022. However, even with this change, predicted traffic volumes will be lower than what was projected in the FGEIS for 2017 due to lower background growth rates presented in the 2010 *CEQR Technical Manual*. While the trip generation and assignment assumptions for the Project will be the same in the Updated Plan as in the Approved Plan, and background traffic growth rates will be lower, a traffic analysis was performed for a 2022 full build-out of the Updated Plan due to changes to background conditions that could affect traffic conditions. These changes will be concentrated in the Downtown Flushing area, and those intersections expected to be affected by these changes were analyzed for the full build-out of the Updated Plan. Also, due to traffic pattern changes in Downtown Flushing, the full build-out (2022) contains new Project-related traffic improvements not proposed in the FGEIS. The traffic analysis for the full build-out (2022) of the Updated Plan shows that, overall, the number of significant adverse impacts and the ability to mitigate those impacts are not materially different from the analyses in the FGEIS and, in fact, show better conditions than predicted in the FGEIS. Accordingly, at full build out, the Updated Plan will not result in any new significant adverse impacts because there are no significantly impacted new intersections or peak hours that were not identified in the FGEIS.

As discussed in the FGEIS, all components of the traffic program, including the Phase 1 and full build-out programs, will be subject to a monitoring program that will be reviewed by NYCDOT in order to verify the need for any of the mitigation measures or project improvements identified in the FGEIS or subsequent Technical Memoranda as well as any other traffic improvement measures implemented as part of the traffic monitoring plan.

Changes to Background Conditions and Methodology

Several changes to background conditions have occurred since the publication of the FGEIS which will affect traffic. These include traffic pattern and intersection configuration changes, updates to the No Build background projects, and changes in significant impact criteria as per the new 2010 *CEQR Technical Manual*.

Traffic Pattern Changes

Recent traffic pattern changes have been implemented in Downtown Flushing in 2010 by NYCDOT and Metropolitan Transportation Authority/New York City Transit as part of a pilot program in lieu of the proposed conversion of Main Street and Union Street into one-way streets with contraflow bus lanes, as was assumed in the No Build analyses of the FGEIS. Within the traffic study area, other traffic flow changes implemented by NYCDOT since the completion of the FGEIS were incorporated in the traffic analyses for the Updated Plan including turning prohibitions, bus re-routings, lane restripings, and signal timing changes. All of these background traffic pattern and configuration changes were incorporated into the future No Build traffic analyses for the Updated Plan.

No Build Background Project List Updates

The No Build project list was updated to reflect the latest status of the 91 projects identified in the FGEIS. For the Phase 1 (2016) analysis, the 2016 No Build project list developed for the Updated Plan was used in the traffic analysis, which contains only the projects from the FGEIS No Build list that have not yet been built but are expected to be in place by 2016. For the full build-out (2022) analysis, the FGEIS No Build list was used, as it was determined to be conservatively inclusive. The traffic generation calculated for these No Build projects for the FGEIS was used in the full build-out (2022) analysis; however, the traffic assignments were modified to reflect the traffic pattern changes described above.

2010 CEQR Technical Manual Update

For the FGEIS, an annual background traffic growth rate of one percent per year was used as per the 2001 *CEQR Technical Manual* guideline for Queens. However, the 2010 *CEQR Technical Manual* stipulates that an annual background growth rate of 0.50 percent should be used for the first five years and that 0.25 percent per year should be used for each year thereafter. These new and lower annual growth rates were applied to both the full build-out (2022) and Phase 1 (2016) traffic analyses for the Updated Plan.

Highway Impact Criteria

NYCDOT has provided a clarification to the highway impact criteria described in the 2010 *CEQR Technical Manual*, which had been used for the Phase 1 (2016) highway analysis conducted for the Approved Plan within the FGEIS. The results of the Phase 1 highway analysis will be the same with either set of impact criteria.

Schedule Change

The effects of the proposed schedule change have been incorporated in the traffic analyses, along with other modifications, as discussed above. The proposed schedule change alone will not result in significant adverse traffic impacts not previously identified in the FGEIS.

TRANSIT AND PEDESTRIANS

The FGEIS concluded that the Approved Plan will result in significant adverse transit-related impacts on the street-level stairway on the north side of Roosevelt Avenue at the Willets Point-Shea Stadium subway station, and on the Q48 and Q66 bus routes. Potential measures to mitigate these impacts were identified in the FGEIS. To mitigate the projected street-level stairway impact, a 4.25-foot widening of the stairway will be required. To mitigate the projected bus impacts on the Q48 and Q66 bus routes, additional buses during the AM and PM peak hours will be required. These mitigation measures will be implemented in coordination with the MTA and New York City Transit (NYCT).

The FGEIS analysis of pedestrian elements that are in the immediate vicinity of the Willets Point Development District and which will experience the highest pedestrian trip generation from the development's various uses concluded that there will be significant adverse impacts on several crosswalks along Roosevelt Avenue between the District and the Willets Point station on the No. 7 subway line. The analysis also identified significant adverse impacts on one crosswalk at Northern Boulevard and 126th Street during Saturday game-time peak periods. To mitigate the projected crosswalk impacts at the Roosevelt Avenue intersections with 126th Street and the Lot B driveway, restriping the existing crosswalks to widen the available crossing width will be necessary. At Northern Boulevard and 126th Street, game-day traffic management measures will be in place and make it unlikely that the physical widening of the existing crosswalk would be needed. The FGEIS found that if some of the recommended crosswalk widenings via restriping

cannot be achieved, the projected significant adverse impacts will remain unmitigated or be partially mitigated.

The FGEIS analysis of the Staged Acquisition Alternative in 2013 found that it would result in a significant adverse subway stairway impact to the street-level stairway on the north side of Roosevelt Avenue at the Willets Point subway station; significant adverse bus line haul impacts to the eastbound and westbound Q48 and the eastbound Q66 during the AM and PM peak periods; and significant adverse pedestrian impacts at the north, east, and west crosswalks of Roosevelt Avenue and 126th Street, and the east crosswalk at Northern Boulevard and 126th Street. Compared to the Staged Acquisition Alternative in 2013, the Updated Plan in 2016 will generate fewer subway and bus trips during the weekday AM, midday, PM, and pre-game, and Saturday midday, pre-game, and post-game peak hours. At the pedestrian locations analyzed in the FGEIS, the Updated Plan in 2016 will generate 80, 53, 64, 61, 57, 57, and 60 percent fewer pedestrian trips than the Staged Acquisition Alternative in 2013 during the weekday AM, midday, PM, and pre-game and Saturday midday, pre-game and post-game peak hours, respectively.

Because Phase 1 of the Updated Plan will generate fewer subway, bus, and pedestrian trips than the Staged Acquisition Alternative in 2013, it is expected that some impacts identified for the Staged Acquisition Alternative in 2013 will not occur with the Updated Plan in 2016, while other impacts will occur but will be less severe. Specifically, the impact identified in the FGEIS for the street-level stairway on the north side of Roosevelt Avenue at the Willets Point subway station under the Staged Acquisition Alternative in 2013 may not occur with the Updated Plan in 2016, or if it does occur will require lesser stairway widening to fully mitigate the impact; bus line haul impacts may require fewer additional buses; and crosswalk impacts may require less widening to mitigate.

By 2022, the Updated Plan will yield the same numbers of transit and pedestrian trips as the full build-out of the Plan in 2017 under the Approved Plan. Therefore, the effects of the Updated Plan on transit and pedestrians are expected to be comparable to those described in the FGEIS for the full build-out of the Project. Overall, there will be no new significant adverse impacts to transit and pedestrian conditions as a result of the modifications with the Updated Plan.

Changes to Background Conditions and Methodology

As stated above, since the preparation of the FGEIS, the 2010 *CEQR Technical Manual* was published, providing updated guidance on analysis assumptions and procedures. The changes include a reduction in annual background growth rate, modified methodologies, analysis parameters, and impact thresholds for transit and pedestrian analyses, and less stringent requirements for mitigation thresholds. Although Project completion years will shift to 2016 and 2022 under the Updated Plan, as compared to 2013 and 2017 with the Staged Acquisition Alternative, the cumulative background growth under the current guideline for the longer build-out of the proposed Project will be less than previously assumed for the Approved Plan and Staged Acquisition Alternative. Increases in transit ridership and pedestrian activities due to No Build projects would also be comparable to those accounted for in the FGEIS and discussed above for the analysis of vehicular traffic. While the modified analysis methodologies yield different detailed analytical results, they are independent of the Project modifications and changes to Project completion years.

A review of the FGEIS analysis results showed that there will not be material differences in the conclusions made for transit (subway and bus) line-haul capacities and station operations, except

as described above with respect to the reduced mitigation required in the first phase of development.

As discussed above, the Updated Plan at full build will incorporate Project improvements to pedestrian elements near the District in order to improve local conditions. These improvements will include:

- Widening of the Roosevelt Avenue north sidewalk between 126th Street and the Willets Pont No. 7 subway station.
- Widening of several crosswalks at the 34th Avenue and 126th Street, Roosevelt Avenue and 126th Street, and Roosevelt Avenue and Lot B Driveway intersections.

These improvements will be incorporated into the design for full build of the Updated Plan, and their implementation will be subject to the traffic monitoring program. Accounting for the changes to background conditions and methodology, the Updated Plan will not result in any significant adverse impacts related to transit and pedestrians that were not previously identified in the FGEIS.

Schedule Change

The proposed schedule change with the Updated Plan will not result in any significant adverse environmental impacts that were not previously identified in the FGEIS.

NOISE

Noise levels due to Project-generated traffic will result in a significant adverse noise impact during the non-game Saturday midday time period at the receptor at the World's Fair Marina Park. There will be no feasible or practicable measures to mitigate this impact. Noise barriers or berms are impractical because of space constraints. As a result, this will be an unmitigatable significant adverse impact. However, even with the elevated noise levels at the park, noise levels there will be comparable to other parks in New York City. The Project modifications with the Updated Plan will not result in any significant adverse noise impacts that were not identified in the FGEIS.

CONSTRUCTION TRAFFIC

The FGEIS analysis of construction found that traffic from construction would be substantially less than traffic generated by the full operation of the Project. However, given the high traffic volume in the surrounding area, significant adverse traffic impacts could still occur at some locations during construction. Where impacts during construction may occur, measures recommended to mitigate impacts associated with the operation of the Project could be implemented early to aid in alleviating congested traffic conditions. Nevertheless, unmitigatable impacts could occur at some locations that have been identified as having unmitigatable impacts from operation of the Project.

With the Updated Plan, the projected level of construction activity (workers and truck deliveries) prior to the completion of the new Van Wyck Expressway connections (i.e., Phase 1 construction) will be less than the level of construction activity accounted for in the FGEIS construction traffic analysis. After the completion of the Van Wyck connections, construction traffic generated by the Updated Plan would be greater than in Phase 1 but would remain less than projected for occupancy of the fully built-out Project. It is anticipated that some or all of the significant adverse construction traffic impacts identified in the FGEIS will occur with the

Updated Plan. As in the FGEIS, it is expected that these impacts will be adequately addressed by early implementation of the mitigation measures identified for the Project's full build-out.

ALTERNATIVES ANALYZED IN THE FGEIS

The FGEIS examined five alternatives to the proposed Plan (referred to above as the Approved Plan): a No Action Alternative; a No Unmitigated Impact Alternative; a Flushing Bridge Alternative; a Municipal Services Alternative; and a Staged Acquisition Alternative.

NO ACTION ALTERNATIVE

The No Action Alternative would avoid some of the adverse environmental impacts of the Updated Plan. However, because this alternative would allow the continued industrial use of the District, it would not allow for development of affordable housing, community facilities, and public open space. It also would not comprehensively remediate contaminated soils and groundwater, nor provide new sanitary and storm sewers, and as a result, there would continue to be degraded water quality and potential impacts to aquatic biota through the continued recharge of wastewater, polluted stormwater, and sediments from the District to the Flushing River, Flushing Bay, and groundwater aquifers. Because the No Action Alternative would not develop new retail and entertainment uses, it would not generate the substantial economic and civic benefits resulting from the Updated Plan in the way of new jobs and tax revenues. Moreover, this alternative would not advance a number of the Downtown Flushing Development Framework's fundamental goals, including the creation of a regional destination that would enhance economic growth in Downtown Flushing and Corona, improvement of environmental conditions, and integration of new development in the District with surrounding amenities.

NO UNMITIGATED IMPACT ALTERNATIVE

The No Unmitigated Impact Alternative comprises modifications to the Project that would avoid unmitigated Project impacts to historic resources, traffic, pedestrians, and noise:

For historic resources, this alternative would avoid the demolition of the Empire Millwork Corporation Building that would occur with the Approved Plan. Although this could be achieved through adaptive reuse, exterior elements such as windows and façades would still need to be upgraded to comply with building codes and noise attenuation requirements. Furthermore, the building is located below flood elevation, and its site could not be raised if it would remain. Therefore, flood protection measures such as gates or pumps would be required to comply with flood insurance requirements. Overall, this alternative would reduce the footprint of any new development, which would result in greater density in the remainder of the District, fewer housing units, less open space, or some combination of these possibilities. The preservation of this resource would also significantly constrain the design of the Approved Plan in ways that could make future development of the District more difficult and may undermine the benefits of the Approved Plan. The former Empire Millwork Corporation Building could be demolished as-of-right under existing conditions, and mitigation measures such as photographic documentation would not be required.

For traffic, the Project would result in significant adverse traffic impacts, some of which cannot be fully alleviated with practical mitigation measures. Because of existing congestion at a number of intersections, even a minimal increase in traffic would result in unmitigated impacts. Based on a sensitivity analysis of intersections within the study area, it was determined that the addition of five cars during the Saturday midday peak period would trigger an impact that could not be fully mitigated. Thus, almost any new development in the District, including new

industrial development that could be constructed as-of-right, would result in unmitigated traffic impacts, and no reasonable alternative could be developed to avoid such impacts.

For pedestrian conditions, the Project will result in significant adverse pedestrian impacts at four study area crosswalks during six peak hours that may not be fully mitigated because the widening of these crosswalks via restriping is limited by, the widths of the adjoining sidewalks, according to NYCDOT standards. These crosswalks will be widened to the extent feasible as needed to address pedestrian congestion. In order to make full mitigation possible, the incremental pedestrian volumes would have to be reduced by approximately 30 percent and the parking associated with the Lot B development would have to be located on the north side of Roosevelt Avenue. This would require a substantial reduction in the development program which the lead agency finds would not be outweighed by the marginal benefit of fully mitigating these impacts during the six impacted peak hours. Furthermore, at certain locations and during certain time periods, these impacts could be partially mitigated by crosswalk widenings.

In terms of noise, to avoid the significant adverse noise impact expected at one location (World's Fair Marina Park) during a single analysis period, Project-generated traffic increases on roadways adjacent to Receptor 3 would have to decrease by approximately 29 percent on Boat Basin Road and 12 percent on World's Fair Marina to eliminate the significant impact at Receptor 3. Such reductions would necessitate a substantial reduction in the development program, and no reasonable alternative could be developed to avoid such impacts without substantially compromising the Project's stated goals. The noise level anticipated at World's Fair Marina Park in the future with the Approved Plan frequently occurs at parks or portions of parks that are adjacent to heavily trafficked roadways. Therefore the lead agency finds that the marginal benefit of eliminating this impact would be outweighed by the detriment to the goals of the Project.

As with the No Action Alternative, this alternative would substantially reduce the economic benefits of the Project and would not advance a number of the Downtown Flushing Development Framework's fundamental goals which would be advanced by the Project as proposed, including the creation of a regional destination that would enhance economic growth in Downtown Flushing and Corona, improvement of environmental conditions, and integration of new development in the District with surrounding amenities.

FLUSHING BRIDGE ALTERNATIVE

The Flushing Bridge Alternative comprises a new pedestrian bridge spanning the Flushing River to connect the District and Downtown Flushing, would result in the same development within the District as the Updated Plan, and any impacts and associated mitigation identified for the Updated Plan would also be the same for the Flushing Bridge Alternative. The bridge itself would occupy land outside the District, including mapped wetlands along the Flushing River and within a parking lot at the foot of 37th Avenue. The bridge would need to be designed and engineered to minimize any effects on these wetlands, and subsequent investigation would be required to determine the potential for archaeological sensitivity and whether areas of soil disturbance contain hazardous materials. Like the Updated Plan, the Flushing Bridge Alternative would result in substantial public benefits from redevelopment of the District. The Flushing Bridge Alternative would also improve pedestrian access to the District, increase access to proposed open space, and help integrate new development in the District with surrounding amenities. The bridge itself would require considerable further planning and a number of discretionary approvals, and this alternative is not being pursued as part of the Project.

MUNICIPAL SERVICES ALTERNATIVE

The Municipal Services Alternative would allow the continuation of industrial uses within the District but would provide for new public infrastructure (streets and utilities) to serve existing and future businesses. Unlike the Updated Plan, this alternative would not result in the creation of a dynamic, sustainable community that integrates regional attractions and residential, retail, and other uses. It would not provide for new affordable housing units, community facilities, or open space within the District. Also unlike the Updated Plan, the Municipal Services Alternative would not advance a number of the Downtown Flushing Development Framework's fundamental goals, including the creation of a regional destination that would enhance economic growth in Downtown Flushing and Corona. Furthermore, this alternative would not integrate the District with surrounding neighborhoods and amenities, such as Citi Field. The Municipal Services Alternative would not produce the same substantial economic and civic benefits as the Updated Plan. Economic activity under the Municipal Services Alternative, including jobs, employee compensation, economic output, and taxes, would be small compared with the Updated Plan. Overall, the Municipal Services Alternative would not meet the goals and objectives of the Project.

Under the Municipal Services Alternative, the improvements would largely be limited to public property, and existing private properties would remain developed with buildings at their current grade. This alternative presents more serious complications with respect to the feasibility of effectively upgrading the area's infrastructure than does full-scale redevelopment of the District in large increments as would occur under the Updated Plan.

The existing storm sewer system in the area, which drains to outfalls at 126th Street and 127th Street, is insufficiently sized to accommodate the runoff that is currently being generated. To eliminate this deficiency, a new storm sewer system, including new piping and infrastructure, such as manholes and catch basins, would need to be installed. Based on the elevation of the existing streets and outfalls, and the various distances over which stormwater would be required to travel, there is not sufficient elevation in all areas of the District to make an adequately sized and properly functioning storm sewer system. A substantial portion of the streets in the southern portion of the District would have to be raised to a grade sufficient to allow the system to function hydraulically.

Unlike the Updated Plan, the Municipal Services Alternative would not result in the filling of District to flood elevation. The District streets would not be elevated to the 100-year floodplain elevation—to do so would be infeasible, given that the grades of existing developed lots would remain at their current elevation. However, streets in a substantial portion of the District would need to be raised several feet. Such changes would create differences in elevation between the new streets and the existing lots that abut them, which would create a serious complication with respect to successfully engineering an effective drainage plan. Specifically, each lot would have to install pumps to convey stormwater from that lot into the new stormwater system, which would exist at a higher grade than the lot. Any private parcel requiring a pump and hook-up to the stormwater system would be required to meet DEP pretreatment requirements. Pretreatment on certain lots may not be feasible due to lack of adequate space to install and operate the necessary equipment. While the provision of new storm sewer lines and new or expanded outfalls would decrease the frequency and severity of flooding in the District (assuming that pumps are installed on privately owned lots), there would still be potential for flooding during storm conditions, since much of the District, including the new streets, would remain below the 100-year floodplain.

Because the District would remain built out with industrial uses, unlike the Updated Plan, this alternative could not utilize on-site detention tanks or other stormwater management practices to regulate stormwater flows. Similar to the Updated Plan, the Municipal Services Alternative would require a new sanitary sewage conveyance system to transmit sanitary flow from the District and replace the current reliance on septic systems in the District.

Although any necessary remediation of hazardous materials would be undertaken in areas of utility construction, a comprehensive remediation plan for the District would not be implemented, and some soil and groundwater would continue to be contaminated.

The Municipal Services Alternative would not change the allowable development density of the District; however, it is likely that some new industrial uses could occur within the District once the new infrastructure has been provided. This potential new development would generate vehicle trips (although less than the Updated Plan), and like the Updated Plan, the Municipal Services Alternative could result in significant adverse traffic impacts at a majority of study area locations, given the substantial no-build traffic in the study area even without development from the Updated Plan. The Municipal Services Alternative would not result in the business relocation associated with the Updated Plan and would not result in permanent direct residential or business displacement. Due to the extensive sewer reconstruction that would be required, some temporary displacement and access impacts may be relatively long term.

STAGED ACQUISITION ALTERNATIVE

The Staged Acquisition Alternative, similar to the Updated Plan, would result in a development program in which properties would be acquired and developed over time to allow the City additional time to find suitable relocation sites and to spread the cost of property acquisition and infrastructure improvements over time.

The Updated Plan is a modification of this FGEIS alternative. Compared to the Staged Acquisition Alternative, the Updated Plan anticipates a smaller development footprint and less overall development in the first phase. At full build-out, the Updated Plan would develop the District with the same gross floor area and mix of uses as this Alternative. With the Updated Plan, it is anticipated that the first phase of development would be completed by 2016 and full build-out would occur by 2022. By comparison, the Staged Acquisition Alternative anticipated that the first phase of

development would be completed by 2013 and full build-out would occur by 2017. Like the Updated Plan, the necessary remediation, grading, and infrastructure improvements would occur incrementally under the Staged Acquisition Alternative.

Furthermore, the Updated Plan contemplates that the new connections to the Van Wyck Expressway in the northeast portion of the District could be completed after the initial phase of development is finished in 2016, rather than upon completion of the initial phase of development as was assumed with the Staged Acquisition Alternative. Under both the Staged Acquisition Alternative and the Updated Plan, new connections to the Van Wyck Expressway would conform to the existing street network.

The placement of uses under the Staged Acquisition Alternative and the Updated Plan would be substantially similar. Under the Staged Acquisition Alternative, the southernmost block would contain retail, hotel, office, residential, and parking uses. Under the Updated Plan, that block would contain retail, hotel, and parking uses. Furthermore, under the Staged Acquisition Alternative the hotel in Phase 1 would be located in Building A2, which is located on the southernmost block in the District. With the Updated Plan, the hotel use in Phase 1 may be located in either Building A1 or A2. In addition, the distribution of the off-street parking would be different under the Staged Acquisition Alternative. With the Staged Acquisition Alternative, the off-street parking spaces would be distributed among all buildings in the initial phase of development, while the Updated Plan would provide a single, consolidated garage in one building.

At full build-out, the Staged Acquisition Alternative would result in the same significant adverse environmental impacts as the Updated Plan.

This alternative would also result in similar benefits compared to the Updated Plan. This alternative would advance several of the land use and economic planning goals developed by the Downtown Flushing Task Force, create synergies with the new Citi Field, and cultivate the future expansion of the Downtown Flushing core. It would also advance the important environmental benefits of the Project and improve infrastructure within the District. Finally, like the Updated Plan, this alternative would generate substantial economic benefits for New York City and New York State. However, because this alternative includes a larger development footprint and more overall development in the first phase, it may not be feasible given the current economic conditions. Unlike the Phase 1 of the Updated Plan, this alternative is dependent upon approval of the ramps. Furthermore, the first phase of this alternative does not reflect the current need to prioritize among the multiple infrastructure and site improvements that will be provided by the City as part of the District's redevelopment, in particular the Van Wyck ramps, which may not be completed until after the completion of Phase 1.

CONCLUSION

The benefits of the Willets Point Development Plan outweigh the adverse environmental impacts, many of which can be mitigated by the measures identified in the FGEIS and subsequent technical memoranda. As discussed above, the technical memorandum analyzing the Updated Plan concluded that neither the Project modifications nor the schedule change associated with the Updated Plan, nor changes in background conditions and methodology will, would result in any significant adverse environmental impacts that were not previously identified in the FGEIS. Accordingly, no supplemental environmental impact statement is required.

The balance of benefits and impacts, combined with the need for job creation and the far-reaching, City-wide economic development benefits of transforming a largely underutilized site

with substandard conditions and substantial environmental degradation into a lively, mixed-use, sustainable community and regional destination, in addition to infrastructure improvements and new open space, provides a full and compelling rationale to proceed with the Project notwithstanding its environmental impacts.

The Updated Plan will allow for development of an initial phase of the Project followed by full build-out at a later date to account for current economic conditions. These economic conditions have required prioritization among the infrastructure and site improvements that will be provided as part of the District's redevelopment, and may mean that the new connections to the Van Wyck Expressway that are part of the Project will not be completed in advance of completion of the initial development phase. While the City remains committed to the Van Wyck Expressway connections and has worked diligently to advance that project, the first phase of the Updated Plan will proceed without approval or construction of the Van Wyck connections. The substantial Phase 1 benefits will be realized even if the new Van Wyck connections are not approved by FHWA and NYSDOT.

The initial phase of development will have some of the same significant adverse impacts as predicted for the full build-out of the Project, including those related to traffic, transit, pedestrians, and construction traffic. These impacts will be mitigated or partially mitigated to the extent feasible, employing similar measures as identified in the FGEIS, as detailed in that document and subsequent technical memoranda and described above. The initial phase of development will have similar benefits as the completed Project, including the creation of a vibrant new community, the creation of jobs, and environmental remediation. As identified above, these benefits will be lesser in magnitude or extent than those of the full build-out of the Project. However, balanced against the adverse environmental impacts, these considerable benefits still warrant proceeding with the initial phase of the Updated Plan.

CERTIFICATION OF FINDINGS TO APPROVE/FUND/UNDERTAKE

Having considered the relevant environmental impacts, facts, and conclusions disclosed in the Final Generic Environmental Impact Statement and subsequent technical memoranda and weighed and balanced relevant environmental impacts with social, economic, and other essential considerations as required in 6 NYCRR 617.11, the Office of the Deputy Mayor for Economic Development certifies that the requirements of 6 NYCRR Part 617 have been met and that, consistent with social, economic, and other essential considerations from among the reasonable alternatives available:

The action is one which avoids or minimizes adverse environmental impacts to the maximum extent practicable, and

Adverse environmental impacts will be avoided or minimized to the maximum extent practicable by incorporating as conditions to the decision those mitigation measures that were identified as practicable.

Name of Agency



Signature of Responsible Official

Robert R. Kulikowski, Ph.D.

Name of Responsible Official

Assistant to the Mayor

Title of Responsible Official

February 11, 2011

Date

253 Broadway—14th Floor, New York, NY 10007

Address of Agency