Willets Point-Phase 2 Development Draft Scope of Work for Preparation of a Supplemental Environmental Impact Statement CEQR No.: 23DME005Q (March 1, 2023)

A. INTRODUCTION

This Draft Scope of Work outlines the technical areas to be analyzed in the preparation of a Supplemental Environmental Impact Statement (SEIS) for the proposed Willets Point-Phase 2 Development project. The project site for the Phase 2 Development (the "Phase 2 Site") is an approximately 17-acre portion of the Special Willets Point District (SWPD, or the District) in Queens Community District 7, which has been underutilized for years due to environmental contamination and neglect. The Phase 2 Site is an irregularly shaped site roughly bounded by 126th Street (also known as Seaver Way) on the west, Northern Boulevard and 34th Avenue on the north, 127th Street on the east, and Willets Point Boulevard and Roosevelt Avenue on the South. The District also includes sites for the Phase 1 Development, which has already been approved and is anticipated to commence construction this year, and a potential future Phase 3 Development, for which no specific development plan has been determined and no developer has been designated. Together, the Phase 1, Phase 2, and Phase 3 sites compose the Project Site, which is coterminous with the District. See **Figure 1** for a project location map and **Figure 2** for an aerial of the Project Site.

The proposed Phase 2 Development is the development of the Phase 2 Site with approximately 1,190,000 gsf of residential development (approximately 1,400 units, all of which would be affordable); a 250-room, 145,000-gsf hotel; approximately 60,000 gsf of local retail use; a 500,000-gsf soccer-specific stadium for the New York City Football Club (NYCFC); and 470 accessory parking spaces. The proposed stadium would have a maximum capacity of approximately 25,000 seats. The Phase 2 Development would also include approximately 1.5 acres of publicly-accessible open space, largely comprised of completing a pedestrian plaza at the corner of 126th Street (Seaver Way) and Roosevelt Avenue, as well as linear and plaza spaces throughout the Phase 2 Site.

The Co-applicants, the Queens Development Group (QDC) and NYCFC, along with coapplicant New York City Economic Development Corporation (NYCEDC), are seeking land use actions to facilitate the Phase 2 Development, including special permits to permit proposed stadium and hotel uses; special permits to modify the District's use and bulk regulations; zoning text amendments to permit the transfer of floor area across streets and to modify open space and street requirements; City Map amendments to convert the private streets in the Phase 1 Development to mapped City streets; and City discretionary funding for Phase 2 affordable housing (the Proposed Actions).

The land area to be utilized for the proposed Phase 2 Development—together with the approved Phase 1 Development anticipated to commence construction this year within the District—and the density of those developments would result in changes to assumptions from prior



Project Location Figure 1 2.3.23 EAST RIVER FLUSHING CREEK Jan Wyck Expy 38th A **S9IDAVE** 400 FEET 0 ite Т

Project Si
Phase 1
Phase 2
Phase 3

environmental review (CEQR No. 07DME014Q)¹ regarding the program of uses and configuration mass of buildings that could be developed in the remaining portion of the District at some point in the future. Therefore, despite the fact that no developer has yet been designated and no specific development plan has been established for the remainder of the District, this EIS will consider an updated reasonable worst-case development scenario (RWCDS) program and conceptual massing for a third, final phase of development in the District (the potential future Phase 3 Development). The proposed Phase 2 Development and the potential future Phase 3 Development together comprise the Proposed Project.

The New York City Deputy Mayor for Economic and Workforce Development (DMEWD) will be the lead agency for the environmental review (the Lead Agency). An Environmental Assessment Statement (EAS) has been prepared and has established that the Proposed Actions have the potential to result in significant adverse environmental impacts, requiring that an Environmental Impact Statement (EIS) be prepared. This Draft Scope of Work outlines the technical areas to be analyzed in the preparation of the Draft EIS (DEIS) for the Proposed Actions. Scoping is the first step in the preparation of the EIS and provides an early opportunity for the public and other agencies to be involved in the EIS process. This Draft Scope of Work is intended to determine the range of issues and considerations to be evaluated in the EIS. It includes a description of the Proposed Project and the actions necessary for its implementation, presents the proposed framework for the EIS analysis, and discusses the procedures to be followed in the preparation of the DEIS. The 2021 *City Environmental Quality Review (CEQR) Technical Manual* will serve as a general guide on the methodologies and impact criteria for evaluating the Proposed Actions' effects on the various environmental areas of analysis.

B. PROJECT BACKGROUND

On September 12, 2008, the Office of the Deputy Mayor for Economic Development issued a Notice of Completion for the Willets Point Development Plan Final Generic EIS (2008 FGEIS). The Willets Point Development Plan, with subsequent modifications, was approved by the New York City Planning Commission (CPC) and New York City Council on September 24, 2008 and November 13, 2008, respectively, and is referred to herein as "the Approved Plan." Under the Approved Plan, the approximately 61-acre Willets Point Development District (coterminous with the SWPD) was to be redeveloped with up to 8.94 million gross square feet of residential, retail, hotel, convention center, entertainment, commercial office, community facility, open space, and parking uses. 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 SWPD). The SWPD 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.

Subsequent to the approval of the Approved Plan in 2008, the City revised and reissued a Request for Qualifications and Request for Proposals (RFPs) for the redevelopment of this area. In 2012, the Queens Development Group, LLC (QDG) was selected as the City's designated developer for an initial 20-acre city-owned portion of the SWPD (then termed "Phase 1"). Under that proposal, QDG proposed development of additional land beyond the boundaries of the

¹ 2008 Willets Point Development Plan Final Generic Environmental Impact Statement, 2013 Final Supplemental Environmental Impact Statement, and subsequent Technical Memoranda.

SPWD in order to introduce a retail destination on portions of the main CitiField stadium parking field ("Willets West") and CitiField parking fields south of Roosevelt Avenue. In 2013, a Supplemental EIS (2013 FSEIS) was prepared to assess the potential effects of the QDG program. In 2014, QDG received approval to modify the original Willets Point Development Plan to include the proposed "Willets West" development and the development of structured parking facilities on surface parking Lot D and South Lot along Roosevelt Avenue adjacent to CitiField, as well as changes to the phasing of the project.

The 2013 FSEIS assumed that the District would be developed in three phases. Phase 1A, anticipated to be completed by 2018, comprised the remediation and development of a small portion of the District along 126th Street with a hotel and retail space, with the remainder of the 23- acre City-owned portion of the District to be used as an interim surface parking/recreational area. Phase 1B—anticipated to be completed ten years after Phase 1A (by 2028)—comprised the development of the interim surface parking/recreational area created during Phase 1A with residential, retail, community facility, and public school uses, along with parking and more than six acres of new public open space. In Phase 2, the remainder of the District was assumed to be built out substantially as described in the FGEIS, with a total of approximately 8.94 million square feet of development. As with Phase 1B, Phase 2 was anticipated to be completed incrementally over four years, with full buildout expected to be completed by 2032. Subsequently, in 2017, the Willets West Portion of the 2013 plan was invalidated by the New York State Court of Appeals due to the fact that the Willets West Portion was located on mapped parkland without proper authorization of parkland alienation to facilitate the plan. However, the court did not invalidate the analysis, methodology or conclusions of the 2013 FSEIS that accompanied the 2013 CPC approvals. Since that legal challenge, the Willets West program did not move forward.

In 2018, the City formally abandoned the Willets West program and instead announced its intentions to pivot to a first phase project in Willets Point that focused on delivery of affordable housing, a new school, and necessary infrastructure and utilities. In 2021, a Technical Memorandum (TM005) was prepared to assess the potential effects of a smaller program on an approximately 8-acre southern portion of the SWPD. This program, then referred to as the "Phase 1 Development," (different from the 2012/2013 Phase 1 plan) includes an all-affordable residential development, local retail, a public school, open space, and accessory parking. Following the TM005 approval and also in 2021, QDG secured CPC Chairperson certification of the Phase 1 Development per Zoning Regulation (ZR) Section 124-05 and Borough Board approval per New York City Charter section 384(b)4 for business terms approval of the proposed ground lease to QDG. QDG has been remediating the Phase 1 Development site for over two years, and all remediation activities for this portion of the District are expected to be completed in spring 2023. Following remediation completion, QDG is expected to commence vertical construction and completion of the Phase 1 housing by 2026.

The Co-applicants, QDC, NYCFC, and EDC, are now proposing to build the next phase of development within the District, on a 17-acre parcel adjacent to the Phase 1 Site. The proposed Phase 2 Development includes an all-affordable residential development, a hotel, a 25,000-seat soccer-specific stadium, retail, and open space.

An SEIS will be prepared according to the methodologies outlined in the Draft Scope of Work. An SEIS is required for the following reasons: 1) the soccer-specific stadium proposed for the Phase 2 Development was not previously analyzed as part of the approved 2008 Willets Point Development Plan; 2) the proposed hotel use now requires a special permit; 3) there is potential for different or additional environmental impacts compared to those disclosed in the prior environmental review documents; 4) there is a need to account for changes in background conditions and analysis methodologies (including changes to the City's Waterfront Revitalization Program policies, and consistency with the New York City's Climate Mobilization Act and New York State's Climate Leadership and Community Protection Act); and 5) an updated RWCDS program and conceptual massing for a third, final phase of development in the District (the potential future Phase 3 Development, for which no specific development plan has been determined and no developer has been designated) needs to be considered, because the land area to be utilized for the proposed Phase 2 Development, together with the Phase 1 Development anticipated to commence this year, and the density of those developments would result in changes to assumptions from prior environmental review regarding the program of uses and configuration of massings that could be developed in the remaining portion of the District.

C. PROJECT DESCRIPTION

ACTIONS NECESSARY TO FACILITATE THE PROPOSAL

To facilitate the Proposed Project, a number of approvals are required pursuant to the City's Uniform Land Use Review Procedure (ULURP), including discretionary actions that are subject to New York City Environmental Quality Review (CEQR). The proposed actions consist of:

- Since neither an arena of greater than 2,500 seats nor a hotel is a permitted as-of-right use in the SWPD, and furthermore since the site plan configuration will not comply with the District's stringent regulations pertaining to street location and block dimensions and other use, bulk, and parking regulations of the Zoning Resolution, discretionary relief from the City Planning Commission in the form of a special permit and changes to the text of the Zoning Resolution will be required. Special permits required for the Proposed Project include for the proposed stadium use (ZR 74-41), proposed hotel use (ZR 74-802), and SWPD use, bulk, and parking regulations (ZR 124-60);
- City Map amendments to map the streets adjacent to the Phase 1 Site and potentially to map, demap, and/or modify certain other streets and/or previously-approved street maps within the District;
- Zoning text amendments to modify the provisions of the ZR 124-60 special permit and potentially other provisions of the Special Willets Point District and other chapters of the Zoning Resolution to facilitate the Proposed Project; and
- City discretionary funding for Phase 2 affordable housing.
- CPC certifications for large developments pursuant to ZR 124-05 for certain zoning lots within the Phase 2 Development. (Not a ULURP Action)
- Approval of the design of the proposed Phase 2 Development by the New York City Public Design Commission. (Not a ULURP Action)

DESCRIPTION OF THE PROJECT SITE

The Project Site is defined as the Special Willets Point District as a whole (see **Figures 1 and 2**). The site of the proposed Phase 2 Development (the "Phase 2 Site") and the area anticipated to be redeveloped in the future as the Phase 3 Development (the "Phase 3 Site," for which no specific development plan has been determined and no developer has been designated) are individual

parcels within the District, as is the site of the Phase 1 Development anticipated to commence construction this year.

SPECIAL WILLETS POINT DISTRICT / WILLETS POINT DEVELOPMENT DISTRICT

The Special Willets Point District and Willets Point Development District are coterminous and comprise an approximately 61-acre area located to the east of CitiField baseball stadium and northeast of the USTA Billie Jean King Tennis Center and Flushing Meadows-Corona Park. The District is bounded to the north by Northern Boulevard and the Whitestone Expressway, to the east by the Van Wyck Expressway, to the south by Roosevelt Avenue, and to the west by 126th Street (also called Seaver Way).

NYCEDC, on behalf of the City, has executed agreements for property within the District since the 2008 FGEIS, resulting in acquisition and/or site control of approximately 22 acres across the District. All acquisitions were negotiated. The City's Department of Housing Preservation and Development (HPD) is managing the City-owned properties within the District, which are licensed to QDG for onsite work, including remediation, utilities, and site prep for the Phase 1 Development. Remediation of the Phase 1 Site is expected to be completed in spring 2023. The City-owned portion of the District also has been entered into NYSDEC's Brownfield Cleanup Program (BCP), with QDG acting as applicant and performing remediation activities. Businesses on some of the acquired properties are continuing to operate either as direct tenants of the City or through leaseback arrangements with the former property owners. On the non-City-owned portion of the District (approximately 39 acres), lots remain in private ownership and are currently predominantly used for industrial, transportation, utility, and parking uses.

As described above, the Willets Point Development Plan approved in 2008 anticipated that the District would be redeveloped with up to 8.94 million gross square feet of residential, retail, hotel, convention center, entertainment, commercial office, community facility, open space, and parking uses. The regulations of the Special Willets Point District were designed to ensure the achievement of this master plan by specifying the location of uses, including retail, office, hotel, cinema, and convention center uses. Site planning and design provisions specify maximum block dimensions, minimum street and sidewalk dimensions, building heights and setbacks, roof design requirements, and minimum amounts and locations of publicly accessible open space.

PHASE 1 SITE

The approximately 8-acre site of the Phase 1 Development anticipated to commence construction this year (the "Phase 1 Site") comprises two City-owned parcels totaling 312,420 sf at the southwest corner of the District: Block 1833, Lots 103, 117, 111, 120, 141, 143, 151, 158, and a portion of Lot 155. The streetbeds of 38th Avenue between 126th Street/Seaver Way and Willets Point Boulevard, and Willets Point Boulevard between 126th Street/Seaver Way and the northern lot line of Block 1833, Lot 158—which comprise Block 1826, Lot 200— are also included in the Phase 1 Site (see **Figure 3**).

PHASE 2 SITE

The approximately 17-acre site of the proposed Phase 2 Development (the "Phase 2 Site") comprises the following blocks and lots within the western portion of the District:

- Block 1820, Lots 1, 6, 9, 18, 34, and 108;
- Block 1822, Lot 17;





No Action Condition (Phase 1 Development) Figure 4

- Block 1823, Lots 1, 3, 12, 19, 20, 21, 23, 26, 28, 33, 40, 44, 47, 52, and 55;
- Block 1824, Lots 1, 12, 19, 21, 26, 28, 33, 38, 40, 45, 53, and Lot 100, which is the majority of the streetbed of 36th Avenue between 126th Street/Seaver Way and 127th Street;
- Block 1825, Lots 1, 19, 21, 25, 28, 30, 37, 46, 48, 53, 55, 58, and Lot 150, which is the streetbed of 37th Avenue between 126th Street/Seaver Way and 127th Street;
- Block 1826, Lots 1, 5, 14, 18, 20, 31, and 35;
- Block 1827, Lot 1; and
- The streetbeds of 35th Avenue, between 126th Street/Seaver Way and 127th Street; 34th Avenue, between 126th Street/Seaver Way and 126th Place; 126th Place, between Northern Boulevard and 34th Avenue; 127th Street, between 35th Avenue and Willets Point Boulevard; and Willets Point Boulevard, between 127th Street and the northern edge of the Phase 1 Site.

The lots within the Phase 2 Site are City-owned, except for Lots 6, 34, and 108 on Block 1820, which are privately-owned. As described above, the City-owned portion of the Phase 2 Site is vacant and awaiting remediation, which is expected to be completed in 2023.

PHASE 3 SITE

The remaining portion of the District, which remains largely in private ownership, comprises approximately 36 acres and the following blocks and lots:

- Block 1821, Lots 1, 6, 16, 25, 27, and 35;
- Block 1822, Lots 1, 5, 7, 21, 23, 28, 33, 55, and 58;
- Block 1823, Lots 5, 7, 14, 58, 59, and 60;
- Block 1828, Lots 1, 4, 8, 11, 13, 17, 21, 23, 29, 34, 37, and 39;
- Block 1829, Lots 19, 21, 40, and 71;
- Block 1830, Lots 1, 9, 10, and 21;
- Block 1831, Lots 1, 10, and 35;
- Block 1832, Lots 1 and 10; and
- Block 1833, Lots 165, 166, 168, 170, 172, 177, 179, 180, 186, 188, 192, 197, 199, 201, 203, 212, 215, 230, 300, 425, and portions of Lots 1 and 155.

On Block 1833, the City owns Lots 168, 172, 180, and the portion of Lot 155, and the Metropolitan-Transportation Authority-Long Island Rail Road owns the portion of Lot 1. As described above, this portion of the District is currently predominantly used for industrial, transportation, utility, and parking uses.

The block and lot numbers shown above are based on the current tax map (see **Figure 3**). The applicant is in the process of revising some of the tax lots in the Project Site in coordination with the New York City Department of Finance (DOF). Relevant block and lot numbers will be updated upon the completion of that process.

DESCRIPTION OF THE SURROUNDING AREA

The area surrounding the District includes Flushing Bay, the World's Fair Marina, and the neighborhood of College Point to the north; Flushing Creek and the neighborhood of Downtown Flushing to the east; Flushing Meadows-Corona Park to the south, including the aquatic center

and the USTA Billie Jean King Tennis Center in closest proximity; and the CitiField baseball stadium and its surrounding parking lots to the west. The Whitestone Expressway and Northern Boulevard extend through the surrounding area near the waterfront; the Van Wyck Expressway extends from College Point south through the surrounding area along the eastern edge of Flushing Meadows-Corona Park, and the Grand Central Parkway extends from the waterfront south through the surrounding area along the western edge of Flushing Meadows-Corona Park. The New York City Transit (NYCT) No. 7 (Flushing Local and Express) train line extends through the area on a viaduct above Roosevelt Avenue, with the Mets-Willets Point station and the Corona Maintenance Facility directly south of CitiField. The Long Island Rail Road (LIRR) Port Washington Branch line also extends east-west through the area between Roosevelt Avenue and the USTA Billie Jean King Tennis Center, with a Mets-Willets Point station that is served seasonally for special events. The area along both sides of Flushing Creek is generally zoned for manufacturing use (M3-1, M2-1, and M1-1); Flushing Meadows-Corona Park is zoned parkland, with the exception of the MTA maintenance facility area parallel to the NYCT No. 7 line, which is zoned M1-1; and the area along the Whitestone Expressway and Grand Central Parkway is zoned for residential use (R3-2). A portion of Downtown Flushing that extends west to Flushing Creek is zoned for commercial use (C4-2).

DESCRIPTION OF THE PROPOSED PROJECT

PHASE 2

The Phase 2 Development is the proposed development of approximately 17 acres of the 61-acre District, adjacent to the Phase 1 Site. As described above, the Phase 2 Development would include approximately 1,895,000 gsf, including 1,190,000 gsf of residential development (approximately 1,400 units, all of which would be affordable); a 250-room, 145,000 gsf hotel; 60,000 sf of local retail; a 500,000 gsf soccer-specific stadium for NYCFC; and 470 accessory parking spaces (see **Figures 5 and 6**). The proposed stadium would have a maximum capacity of 25,000 seats. The Phase 2 Development also would include approximately 1.5 acres of publicly-accessible open space. The Phase 2 Development would be financed through HPD/HDC subsidy (anticipated to include but not be limited to HPD's Mix and Match program), tax-exempt bonds, privately-raised capital sources, and developer equity, and would include affordability tiers ranging from 30 percent to 130 percent area median income (AMI).

The Phase 2 Development would be comprised of four zoning lots on portions or all of four blocks, as follows:

- The southernmost ("Triangle") zoning lot would be located north-adjacent to the Phase 1 parcels and contain the 250-room hotel, approximately 300,000 sf of 100 percent affordable residential uses, and 15,000 sf of retail, surrounded by publicly-accessible open space;
- The Stadium zoning lot would be located north of the Triangle zoning lot, bounded by 126th Street/Seaver Way to the west, new 38th Avenue (Connector Street) to the south, 127th Street to the east, and 35th Avenue to the north. It would contain the 25,000-seat soccer-specific stadium and accessory retail and other uses, as well as publicly-accessible open space along its west, south and east frontages;
- North-adjacent to the Stadium zoning lot would be the "T-Parcel" zoning lot, bounded by 35th Avenue to the south, 34th Avenue to the north, and private property to the east and west between 126th Street/Seaver Way and 127th Street. This zoning lot would contain







Proposed Phase 2 Development Figure 6



Phase 3 RWCDS Figure 7 approximately 311,000 sf of 100 percent affordable residential uses and approximately 9,000 sf of ground-floor retail uses; and

• The northernmost ("Northern") zoning lot would encompass the entire block between 126th Street/Seaver Way, Northern Boulevard, 126th Place, and 34th Avenue. It would contain two 100 percent affordable residential buildings totaling approximately 615,000 sf, with approximately 35,000 sf of ground-floor residential use and publicly-accessible open space along its west and north frontages.

Parking

The majority of parking spaces to be provided within the District in Phase 2 will be accessory to the proposed non-stadium uses, with a nominal number of additional staff, handicapped, and VIP spaces on the stadium block (fewer than 50). Parking for attendees of events at the soccer-specific stadium would be outside the District, at spaces surrounding CitiField, via an agreement with the Queens Baseball Company, an affiliated entity of the New York Mets. Standards for the timing of events at the soccer-specific stadium and CitiField will be established between NYCFC and the New York Mets to ensure parking spaces are not required for both venues at the same time. These standards will also prohibit major events from commencing at the soccer-specific stadium within a set amount of time before or after the commencement of baseball games at CitiField.

Streets

The proposed Phase 2 Development would utilize and improve the existing built street network surrounding the Phase 2 Site. These streets include: 126th Street/Seaver Way and Northern Boulevard (both adjacent to the District), 34th Avenue, 35th Avenue, 126th Place, 127th Street, and Willets Point Boulevard. Additionally, the Phase 2 Development would utilize the private street network that is currently planned for development in Phase 1 and which streets are proposed to be mapped as public streets on the City Map as part of the Proposed Actions. These streets include: Connector Street (38th Avenue), Service Street (127th Street), and Eastern Perimeter Street (39th Avenue).

Open Space

The proposed Phase 2 Development is currently anticipated to include approximately 1.5 acres of privately-owned public open space, to be located generally along 126th Street/Seaver Way and Northern Boulevard. Publicly-accessible space is anticipated to be provided in the form of:

- An entry plaza adjacent to the intersection of Roosevelt Avenue and 126th Street/Seaver Way (comprising the northern half of the entry plaza to be constructed in conjunction with the Phase 1 Development);
- A Central Plaza to be located at the intersection of Connector Street (38th Avenue) and Service Street 127th Street);
- A strip of public space adjacent to the east sidewalk of 126th Street/Seaver Way between the street and the proposed hotel/residential building (from Roosevelt Avenue to Connector Street (38th Avenue), the stadium (from Connector Street (38th Avenue) to 36th Avenue, and the residential building (from 34th Avenue to Northern Boulevard); and
- A strip of public space between the south sidewalk of Northern Boulevard and the proposed residential building between 126th Street/Seaver Way and 126th Place.

PHASE 3

There has been no developer designated for the Phase 3 land, nor has any specific development plan been established. However, for conservative purposes of the EIS, it is assumed that the portion of the District not developed in Phase 1 or Phase 2 would be built out generally consistent with existing zoning for the area and substantially as anticipated and analyzed in the 2008 FGEIS and subsequent environmental reviews. This assumption is referred to here as the anticipated Phase 3 Development. While the prior environmental reviews analyzed an overall development within the District of 8.94 million gsf, given the lower density of the development anticipated to commence construction this year within the Phase 1 Site and currently proposed for the Phase 2 Site as compared to what was analyzed in the FGEIS, it is now expected that at full buildout the District would not include more than approximately 8 million gsf. This overall total of 8 million gsf of development assumes full construction of all remaining project blocks in the District generally to their full permitted height and setback envelope. As such, additional development above 8 million gsf would be unlikely, and the development assumptions presented here provide a reasonable worst-case for development of Phase 3. No specific plans for development on the Phase 3 site are currently being proposed and the development scenario for Phase 3 outlined below has been established for the sole purpose of analyses in the EIS. Development activities for Phase 3 are anticipated to proceed incrementally, with the necessary associated site acquisition, remediation, grading, and infrastructure improvements occurring in advance of building construction.

Table 1 summarizes the proposed program for the Phase 2 Development and the updated reasonable worst-case development scenario (RWCDS) development program for Phase 3. **Table 2** compares the anticipated full District build-out from the 2008 FGEIS and 2013 FSEIS to the current assumptions for this EIS. **Figure 8** illustrates the RWCDS for the future Phase 3 Development, and **Figures 9 and 10** illustrate the anticipated District street and open space plans.



District Street Plan Figure 8





383.01 Census Tract

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Use (GSF)	Phase 1 (No Action Condition)	Phase 2 (2027 With Action Condition)	Phase 3 (2039 With Action Condition)	Total at Full Buildout of District*
Residential	892,635	1,190,000	3,785,000	5,867,635
Units	1,100	1,400	3,785	6,285
Senior Units	220	0◊	0 [◊]	220
Affordable Units	1,100	1,400	1,325	3,825
Percent Affordable	100	100	35	61 [¢]
Retail	23,756	60,000	211,000	294,756
Office	0	0	500,000	500,000
Hotel	0	145,000	318,000	463,000
Rooms	0	250	450	700
Stadium	0	500,000	0	500,000
Seats	0	25,000	0	25,000
Convention Center	0	0	0	0
Community Facility	3,159	0	144,000	147,159
Public School (K-8)	128,000 [♀]	0	110,000	238,000
Seats	650	0	890	Approx. 1,540 [◊]
Parking Spaces**	345 (accessory)	470 (accessory)	2,212 (accessory)	Approx. 3,027
Publicly Accessible Open Space	1 acre (approx. 45,611)	1.5 acres	5.5 acres	Minimum 8 acres
Total	1,047,550 gsf	1,895,000 gsf	5,068,000 gsf	8,010,550 gsf ^₀

Table 1: Updated Willets Point Development Program

Notes: *Inclusive of development occurring in Phases 1, 2, and 3. Total program for the District is adjusted from the FGEIS account for the land area to be utilized in, and the density of, Phases 1 and 2. Unit counts for Phases 1 and 2 reflect approved and proposed developments; anticipated unit count for Phase 3 assumes an average unit size of 1,000 sf/unit, consistent with the FGEIS and FSEIS assumptions.

²Seat capacity of proposed school is used for analysis at the direction of NYCSCA under TM005. The projected square footage of the proposed school is subject to change and may be lower or higher than estimated here.

^oThe capacity of the proposed school was anticipated to meet the project-generated shortfall in K-8 school seats. The FGEIS analyzed a 130,000 sf, 850-seat school based on student generation rates available at that time; subsequent environmental review, including the FSEIS, assumed a larger capacity school (230,000 sf / approx. 1,540 seats) at full buildout, based on updated student generation rates from the New York City School Construction Authority (SCA). Using current student generation rates, the 6,285 residential units projected at full buildout of the District (excluding the senior units being developed in Phase 1) would generate approximately 1,334 elementary and 425 middle school students (1,759 total).

** Applicable zoning regulations require one parking space per 25 stadium seats. The total overall number of proposed parking spaces in Phase 2 would be determined based on anticipated project-generated demand per zoning requirements. Parking floor area is exempt from the gross floor area calculations, per the zoning regulations applicable to the Special Willets Point District. Approximately 4,000 parking spaces at CitiField lots would be utilized for stadium use, under a shared parking agreement.

* 100% affordable (Phase 1 and Phase 2 units); 35% affordable (Phase 3 units); 60% affordable (total for District). Phase 3 affordable based on developer commitments made in conjunction with 2013 zoning approvals; may increase, subject to availability of affordable housing subsidy.

Use	2008 FGEIS	2008 FGEIS/ No Convention Center Scenario	2013 FSEIS	Current Assumptions	
Residential	5,500,000	5,850,000	5,850,000	5,867,635	
Units	5,500	5,850	5,850	6,285	
Retail	1,700,000	1,750,000	1,250,000	294,756	
Office	500,000	500,000	500,000	500,000	
Hotel	560,000	560,000	560,000	463,000	
Rooms	700	700	700	700	
Stadium	—	_	_	500,000	
Seats	—	—	—	25,000	
Convention Center	400,000	—	400,000	_	
Community Facility	150,000	150,000	150,000	147,159	
Public School	130,000	130,000	230,000	238,000	
Seats	850	900	1,540	1,540	
Parking	6,700	6,000	6,700	3,027	
Open Space (Acres)	8	8	8	8	
GSF Totals	8,940,000	8,940,000	8,940,000	8,010,550	
Note: 2013 FSEIS program above does not include an additional 1.4 million gsf of retail use that was					
then assumed to be constructed at the villets viest site (outside of District).					

Table 2:District Full Build-Out Comparison

BUILD YEAR

For the purposes of the current environmental review, it is assumed that the proposed Phase 2 Development would start construction in 2024 and be completed and operational in 2027. The soccer-specific stadium is expected to be completed in early 2027, in time for the 2027 Major League Soccer (MLS) season opening game. Development of the remainder of the District—the Phase 3 Development—is, for the purposes of analysis in the EIS, assumed to be complete by 2039. The approved Phase 1 Development, which is anticipated to commence construction this year, is expected to be completed and operational by 2026 and thus will be part of the background No Action condition for the Phase 2 Development. The EIS will assess construction phasing and Phase 2 interim street network conditions, to maintain access and circulation for existing uses in the Phase 3 footprint. **Appendix A** and **Figure A-1** identify the No Build projects anticipated to be complete by 2027 and 2039 in the study areas to be considered in the various technical analyses of the EIS.

D. PURPOSE AND NEED OF THE PROPOSED ACTIONS

The Proposed Project would deliver upon decades of plans to remediate, restore, revitalize, and renew the Willets Point area through the development of thousands of units of critically-needed affordable housing and the construction of a permanent home for the New York City Football Club soccer team.

Combined with the Phase 1 Development—which is currently underway—the transformation of Willets Point would be anchored by 2,500 new affordable homes, which would be the largest 100-percent affordable, new construction housing project in New York City in 40 years. The proposed Phase 2 Development would also bring New York City's first soccer-specific stadium to Willets Point, along with over 40,000 square feet of public open space, a 250-key hotel, and neighborhood-serving, ground-floor retail shops that would create good-paying jobs for community residents.

This historic plan would bring significant long-term economic opportunity to a community that has long been underserved. The entire project is expected to generate \$6.1 billion in economic impact over the next 30 years, creating 1,550 permanent jobs and 14,200 construction jobs. With the creation of a new soccer-specific stadium, Willets Point will become the city's premier sports hub, with the New York Mets' CitiField and U.S. Tennis Association's Billie Jean King National Tennis Center within walking distance of the MTA's Mets-Willets Point subway and LIRR station.

The vision for the transformation of Willets Point builds on core goals of the City as articulated in *Rebuild, Renew, Reinvent: A Blueprint for New York City's Economic Recovery* and *Housing Our Neighbors: A Blueprint for Housing and Homelessness*, including leveraging neighborhood infrastructure investments to catalyze equitable community development and creating housing opportunities in neighborhoods with strong access to jobs, transit, schools, parks, and other amenities.

NYCFC plans to construct the privately financed, 25,000-seat soccer-specific stadium by Spring 2027, in time to host soccer matches for the 2027 Major League Soccer season. Taking advantage of its location in the heart of one of the most ethnically diverse counties in the country, the new stadium will make New York City—which currently has no permanent, dedicated home for its soccer team—a national soccer capital, laying the groundwork for the next chapter in NYCFC and MLS' history. This stadium represents a major opportunity to capitalize on professional soccer as a growing attraction that can bring investment and economic opportunities to New York City, as well as grow love of the sport to more New Yorkers.

Together with Phase 1, the Proposed Phase 2 Development will include 2,500, 100-percent affordable homes across seven buildings—including one with 220 homes for low-income seniors—with construction on the first buildings set to begin in 2023. Additionally, QDG will participate in <u>HireNYC</u>, a city program that connects local residents to jobs. They will seek to achieve the highest standards of environmental sustainability through either LEED Gold U.S. Green Building Council certification or Enterprise Green Communities. The community will be supplemented by a 650-seat standalone public school in Phase 1, new public open space, environmental remediation, construction of off-site water and sewer infrastructure, including the replacement of a 72" water main, and construction of new on-site roads and infrastructure distribution.

In order to facilitate the project, the applicant has undertaken significant remediation of the formerly contaminated soil on the Willets Point site, a critical component to allowing construction of the first affordable homes to begin.

E. ANALYSIS FRAMEWORK

The SEIS for the Proposed Project will supplement the 2008 FGEIS and the 2013 FSEIS. The 2021 *CEQR Technical Manual* will serve as a general guide on the methodologies and impact criteria for evaluating the Proposed Actions' potential effects on the various environmental areas of analysis. In disclosing impacts, the EIS will consider the Proposed Actions' potential adverse impacts on its environmental setting. Two future build years of 2027 and 2039 will be examined to assess the potential impacts of the Proposed Actions. Consequently, the environmental setting is not the current environment, but the future environment. Therefore, the technical analyses and consideration of alternatives include descriptions of existing conditions, conditions in the future without the Proposed Actions (the No Action scenario), and conditions in the future with the

Proposed Actions (the With Action scenario). The incremental difference between the No Action and With Action conditions is analyzed to determine the potential environmental effects of the Proposed Actions.

NO ACTION SCENARIO

It is assumed that in the future without the Proposed Actions (the No Action scenario), the Phase 1 Development described above would be completed within the District by 2026. As described above, the Phase 1 Development comprises approximately 892,635 gsf of residential use (1,100 units), 23,756 gsf of retail, 3,159 gsf of community facility use, a 650-seat K-8 public school, and approximately 1 acre of publicly-accessible open space (see **Figure 4**). All of the proposed residential units will be affordable; a portion of the units (approximately 220) will be for senior use. Pre-construction work on the Phase 1 Development is already underway. The No Action scenario will assume the continuation of existing conditions in the remainder of the District in 2027 and 2039. The K-8 public school is currently anticipated to be completed by 2028. The No Action scenario also assumes remediation of the Phase 2 Site except for Lots 6, 34, and 108 on Block 1820, which are privately owned.

WITH ACTION SCENARIO

2027

In the 2027 With Action scenario, the proposed Phase 2 Development would be constructed. The program for the Phase 2 Development would be as detailed in **Table 1** above. The Phase 2 development is assumed to start construction in 2024 and be completed and operational in 2027.

2039

In the 2039 With Action scenario, the projected Phase 3 Development would be constructed to complete the build-out of the District, consistent with existing zoning for the area and substantially as anticipated and analyzed in the FGEIS and subsequent environmental reviews. **Table 1** above provides the updated RWCDS assumptions for the program of Phase 3. Any proposed development plan for some or all of the remainder of the District that is inconsistent with existing zoning or different from the development plan assumed in the FGEIS and subsequent environmental review, would likely be subject to additional environmental review and, possibly, further discretionary actions at that time.

Table 3 presents the With Action floor area totals and increment above the No Action condition.

2027/2039 With Action Conditions and Incremental Developmen						
Use (gsf)	Existing Conditions	2027 No Action Condition	2027 With Action Condition	2039 With Action Condition	2027 With Action Increment	2039 With Action Increment
Residential	0	892,635	2,082,635	5,867,635	1,190,000	4,975,000
Units	0	1,100	2,500	6,285	1,400	5,185
Senior Units	0	220	220	220	0	0
Affordable Units	0	1,100	2,500	3,825	1,400	2,725
Percent Affordable	N/A	100	100	61	100	53
Retail	2,000	25,756	85,756	294,756	60,000	269,000
Office	41,723	41,723	41,723	500,000	0	458,277
Hotel	0	0	145,000	463,000	145,000	463,000
Rooms	0	0	250	700	250	700
Stadium	0	0	500,000	500,000	500,000	500,000
Seats	0	0	25,000	25,000	25,000	25,000
Community Facility	0	3,159	3,159	147,159	0	144,000
Public School (K-8)	0	128,000	128,000	238,000	0	110,000
Seats	0	650	650	1,540	0	890
Parking Spaces**	TBD	345	815	3,027	470	2,682
Accessory	TBD	345	815	3,027	470	2,682
Public	TBD	0	0	0	0	0
Publicly Accessible Open Space (acres)	0	1.0	2.5	8	1.5	7
Car Sales/Rental	12,585	12,585	12,585	0	0	(12,585)
Auto Body/Repair	156,728	156,728	148,100	0	0	(156,728)
Gas Station	12,160	12,160	12,160	0	0	(12,160)
Warehouse	318,748	318,748	318,748	0	0	(318,748)
Other	612	612	612	0	0	(612)
Total	544,556	1,592,106	3,478,478	8,010,550	1,886,372	6,419,056

Table 3: 2027/2039 With Action Conditions and Incremental Development

Notes: Seat capacity of proposed school is used for analysis. The projected square footage of the proposed school is subject to change and may be lower or higher than estimated here.

** Applicable zoning regulations require one parking space per 25 stadium seats. The total overall number of proposed parking spaces in Phase 2 would be determined based on anticipated project-generated demand per zoning requirements. Parking floor area is exempt from the gross floor area calculations, per the zoning regulations applicable to the Special Willets Point District. Approximately 4,000 parking spaces at CitiField lots would be utilized for stadium use, under a shared parking agreement.

[•]Phase 3 affordable based on developer commitments made in conjunction with 2013 zoning approvals; may increase, subject to availability of affordable housing subsidy.

F. CITY ENVIRONMENTAL QUALITY REVIEW

CEQR OVERVIEW

New York City has formulated an environmental review process, CEQR, pursuant to the State Environmental Quality Review Act (SEQRA) and its implementing regulations (Part 617 of 6 New York Codes, Rules, and Regulations). The City's CEQR rules are found in Executive Order 91 of 1977 and subsequent rules and procedures adopted in 1991 (62 Rules of the City of New York, Chapter 5). CEQR's mandate is to assure that governmental agencies undertaking actions within their discretion take a "hard look" at the environmental consequences of each of those

actions so that all potential significant environmental impacts of each action are fully disclosed, alternatives that reduce or eliminate such impacts are considered, and appropriate, practicable measures to reduce or eliminate such impacts are adopted.

The CEQR process begins with selection of a "lead agency" for the review. The lead agency is generally the governmental agency which is most responsible for the decisions to be made on a proposed action and which is also capable of conducting the environmental review. As described above, DMEWD is the lead agency for the Proposed Project.

The Lead Agency has determined, after reviewing the EAS, that the Proposed Actions have the potential for significant adverse environmental impacts and that an EIS must be prepared. A public scoping of the content and technical analysis of the EIS is the first step in its preparation, as described below. Following completion of scoping, the lead agency oversees preparation of a draft EIS (DEIS) for public review.

The Lead Agency will hold a public hearing for consideration of the application. That hearing record is held open for 10 days following the open public session, at which time the public review of the DEIS ends. The lead agency then oversees preparation of a final EIS (FEIS), which incorporates all relevant comments made during public review of the DEIS. The FEIS is the document that forms the basis of CEQR Findings, which the lead agency and each involved agency (if applicable) must make before taking any action within its discretion on the proposed actions.

SCOPING

The CEQR scoping process is intended to focus the EIS on those issues that are most pertinent to the proposed actions. The process at the same time allows other agencies and the public a voice in framing the scope of the EIS. During the period for scoping, those interested in reviewing the draft EIS scope may do so and give their comments in writing to the lead agency or at the public scoping meeting. The period for comments on the Draft Scope of Work will remain open for 10 days following the meeting, at which point the scope review process will be closed. The lead agency will then oversee preparation of a Final Scope of Work, which incorporates all relevant comments made on the scope and revises the extent or methodologies of the studies, as appropriate, in response to comments made during scoping. The DEIS will be prepared in accordance with the Final Scope of Work.

G. PROPOSED SCOPE OF THE ENVIRONMENTAL IMPACT STATEMENT

The scope of the EIS will conform to all applicable laws and regulations and will follow the guidance of the 2021 CEQR Technical Manual.

The EIS will contain:

- A description of the proposed actions and the environmental setting;
- A description of the evolution of existing conditions in the District since 2013;
- A statement of the environmental impacts of the proposed actions, including its short- and long-term effects, and typical associated environmental effects;
- An identification of any adverse environmental effects that cannot be avoided if the proposed actions are implemented;

- A discussion of reasonable alternatives to the proposed actions;
- An identification of any irreversible and irretrievable commitments of resources that would be involved if the proposed project is built; and
- A description of mitigation measures proposed to minimize or fully mitigate any significant adverse environmental impacts generated by the proposed project that were not previously identified in the prior environmental review.

The analyses for the proposed actions will be performed for the expected year of completion of construction of the proposed Phase 2 Development—2027—as well as the anticipated year of completion of development of the remainder of the District (Phase 3), which is 2039.² The No Action future baseline condition to be analyzed in all technical chapters will assume the completion of the Phase 1 Development on the Phase 1 Site by 2027, and the continuation of existing conditions in the remainder of the District in 2027 and 2039. It will also consider any planned developments in the surrounding area that are anticipated to be complete and operational by the 2027 and 2039 analysis years.

Below is a description of the environmental categories in the *CEQR Technical Manual* that will be analyzed in the EIS and a description of the tasks to be undertaken.

PROJECT DESCRIPTION

This chapter introduces the reader to the Proposed Project and sets the context in which to assess impacts. The chapter gives the public and decision-makers a baseline to compare the With Action scenarios, the No Action scenario, and any alternative options, as appropriate.

The chapter will contain a project identification (brief description and location of the District and the Phase 2 Site); the history of the District and background of planning for its redevelopment, the background of the Phase 2 Site; a statement of purpose and need for the Proposed Actions; a detailed description of the Proposed Project; and a discussion of the approvals required, procedures to be followed, and the role of the EIS in the process. The analytical framework—including the No Action scenario, the Proposed Phase 2 Development program, the RWCDS program for the future Phase 3 development, and other planned projects in the surrounding area—is also included in this chapter. This chapter will also include an overview of the approved Willets Point Development Plan and the current status of the District's redevelopment, including the remediation completed within the District and other steps towards redevelopment completed to date.

The project description will include a discussion of key project elements, such as site plans and elevations, access and circulation, and other project features. The section on required approvals will describe all public actions required to develop the Proposed Project. The role, if any, of any other public agency in the approval process will also be described. The role of the EIS as a full disclosure document to aid in decision-making will be identified and its relationship to any other approval procedures will be described.

² No specific development plan has been determined, and no developer has been designated for Phase 3.

LAND USE, ZONING, AND PUBLIC POLICY

A land use analysis characterizes the uses and development trends in the area that may be affected by a proposed project. The analysis also considers the project's compliance with and effect on the area's zoning and other applicable public policies. That assessment, which provides a baseline for other analyses, will consist of the following tasks:

- Describe predominant land use patterns in the study area, including recent development trends for a ¹/₄-mile study area.
- Provide a zoning map and discuss existing zoning and any recent zoning actions in the study area. This section will also include a description of the previous approvals for the District.
- Summarize other public policies that may apply to the project site and study area.
- Describe conditions on the Project Site absent the Proposed Actions. Provide a list of other projects expected to be built in the study area that would be completed before or concurrent with the Proposed Project. Describe the effects of these projects on land use patterns and development trends. Also, describe any pending zoning actions or other public policy actions that could affect land use patterns and trends in the study area, including plans for public improvements.
- Describe the Proposed Actions and provide an assessment of the impacts of the Proposed Actions and the Proposed Project on land use and land use trends, zoning, and public policy. Consider the effects related to issues of compatibility with surrounding land use, consistency with zoning and other public policy initiatives, and the effect of the project on development trends and conditions in the area.
- As the District is located within the City's Coastal Zone boundaries, this chapter will also include an assessment of the project's consistency with the City's Waterfront Revitalization Program (WRP). Consistency with New York City's Climate Mobilization Act and New York State's Climate Leadership and Community Protection Act will also be assessed.

SOCIOECONOMIC CONDITIONS

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

The six principal issues of concern under CEQR with respect to socioeconomic conditions are whether a proposed project would result in significant impacts due to: (1) direct residential displacement; (2) direct business displacement; (3) indirect residential displacement; (4) indirect business displacement due to increased rents; (5) indirect business displacement due to retail market saturation; and (6) adverse effects on a specific industry. There are no existing residential displacement; therefore, an assessment of direct residential displacement is not warranted. The scope of work for each of the remaining socioeconomic issues of concern is detailed below.

DIRECT BUSINESS DISPLACEMENT

The 2008 FGEIS found that the Willets Point Development Plan's projected displacement of approximately 260 businesses and 1,711 employees associated with the displaced businesses would not result in significant adverse socioeconomic impacts. As of December 2012, there were an estimated 220 businesses and 1,353 employees still located within the District portion of the project site. There are a limited number of businesses currently operating within the Phase 2 Site, and the buildout of the remaining portion of the District (the Phase 3 Development) could result in direct displacement of businesses still operating within the remaining portion of the District. Therefore, the chapter will disclose the numbers and types of businesses that remain in the District, estimate the employment associated with those businesses, and provide any updates related to relocation support and workforce assistance.

INDIRECT RESIDENTIAL DISPLACEMENT

Since the Phase 2 Development program and RWCDS program for the future Phase 3 Development both include more than 200 residential units, a preliminary assessment of indirect residential displacement will be conducted. The concern with respect to indirect residential displacement is whether a proposed action—by introducing a substantial new development that is markedly different from existing uses, development, and activities within the neighborhood— could lead to increases in property values, and thus rents, making it difficult for some residents to afford their homes. The objective of the indirect residential displacement analysis is to determine whether the Proposed Project would either introduce a trend or accelerate a trend of changing socioeconomic conditions that may potentially displace a vulnerable population to the extent that the socioeconomic character of the neighborhood would change.

The analysis will follow *CEQR Technical Manual* guidelines and will use the most recently available U.S. Census data as well as current real estate market data, to present demographic and residential market trends and conditions for the study area.

INDIRECT BUSINESS DISPLACEMENT DUE TO INCREASED RENTS

Similar to indirect residential displacement, the concern with respect to indirect business displacement due to increased rents is whether a proposed project could lead to increases in property values, and thus rents, making it difficult for some businesses to afford their rent. The Proposed Project would introduce a substantial new use in the proposed soccer-specific stadium that would draw new visitors to the area, warranting a preliminary assessment of effects on commercial rents. The analysis will describe and characterize conditions and trends in employment and businesses within the study area using the most recent available data from such sources as New York State Department of Labor and the U.S. Census Bureau, as well as private sources such as Esri Business Analyst and real estate brokerage firms, as necessary. This information will be used to consider whether the Proposed Project would introduce enough of a new economic activity to alter existing economic patterns; whether the Proposed Project would add to the concentration of a particular sector of the local economy enough to alter or accelerate existing economic patterns; and whether the Proposed Project would indirectly displace residents, workers, or visitors who form the customer base of existing businesses in the area.

ADVERSE EFFECTS ON SPECIFIC INDUSTRIES

Based on the guidelines in the CEQR Technical Manual, a preliminary assessment of effects on specific industries will be conducted to determine whether the Proposed Project would

significantly affect business conditions in any industry or category of businesses within or outside the study area, or whether the Proposed Actions would substantially reduce employment or impair viability in a specific industry or category of businesses.

COMMUNITY FACILITIES AND SERVICES

As defined for CEQR analysis, community facilities are public or publicly-funded schools, libraries, early childhood program centers, health care facilities, and fire and police protection. A project can affect community facility services directly, when it physically displaces or alters a community facility; or indirectly, when it causes a change in population that may affect the services delivered by a community facility. This chapter of the EIS will evaluate the effects on community services due to the Proposed Actions.

No community services would be directly displaced by the proposed Phase 2 Development or at full buildout of the District with the projected future Phase 3 Development. Based on current *CEQR Technical Manual* guidance, a project in Queens would need to create 139 affordable residential units to trigger an analysis of early childhood programs, 622 residential units to trigger an analysis of libraries, 172 residential units to trigger a schools analysis for elementary/middle school students, and 1,500 residential units to trigger a schools analysis for high school students (in Community School District 25). Phase 2 would introduce an increment of 1,400 residential units, which would exceed the threshold for elementary and middle school analysis, while the introduction of an additional 3,785 residential units in Phase 3 would trigger a detailed high school analysis. Therefore, an analysis of potential impacts to public schools, early childhood programs, and libraries will be undertaken (elementary and middle schools for the Phase 2 Development, and elementary, middle, and high schools for the projected future Phase 3 Development). The analysis will also consider the potential for changes in projected school seat needs and the commitments identified in the FGEIS and FSEIS.

The *CEQR Technical Manual* requires a detailed analysis of impacts on police and fire services and health care facilities if a proposed action would affect the physical operation of, or access to and from, a station house or health care facility, or where a proposed project would create a sizeable new neighborhood where none existed before. The 2008 FGEIS considered the potential for indirect impacts to health care facilities, described the location of existing fire stations and police stations for informational purposes, and provided information on emergency response times to the District. The 2013 FSEIS considered the potential for indirect impacts on police and fire services as well as health care facilities, and also provided information on information on emergency response times to the District. The District. The chapter will similarly provide a description of the police, fire, and health care facilities serving the District.

These analyses would include the tasks described below.

PUBLIC SCHOOLS

Based on methodology presented in the *CEQR Technical Manual*, the analysis of public schools will include the following tasks:

• The primary study area for the analysis of elementary/middle schools should be the school districts' "sub-district" in which a project is located, and the study area for the high school analysis should be the borough in which the project is located. In addition, the location of the high school(s) near the area in which the project is located (within approximately a mile) should also be shown. Schools serving the Project Site will be identified and the most

current information on enrollment, capacity, and utilization from the Department of Education will be discussed.

- Based on the data provided from the Department of Education, the School Construction Authority, and DCP, future conditions in the area without the proposed actions will be determined. Analysis of the Phase 2 Development will be considered separately from the analysis of the Phase 3 Development.
- The potential impact of students generated by the Proposed Actions on public elementary, middle, and high schools will be assessed. Under *CEQR Technical Manual* guidelines, a significant adverse impact to public elementary and middle schools may result if a proposed project would result in both of the following: a utilization rate of the elementary or middle schools in the study area that is equal to or greater than 100 percent of the With Action condition; and 100 or more new students generated from the proposed development past the 100 percent utilization rate. A significant adverse impact to public high schools may result if a proposed project would result in both of the following: a utilization rate of the high schools in the study area that is equal to or greater than 100 percent of the high schools in the study area that is equal to or greater than 100 percent of the high schools are project would result in both of the following: a utilization rate of the high schools in the study area that is equal to or greater than 100 percent of the Nith Action condition; and an increase of five percentage points or more in the utilization rate between the No Action and With Action conditions.
- If the Proposed Project is determined to have a significant adverse impact related to public schools, mitigation for this impact would be identified.

PUBLICLY FUNDED EARLY CHILDHOOD PROGRAMS

The analysis of publicly-funded early childhood programs will include the following tasks:

- Identify existing publicly-funded early childhood programs within approximately 2 miles of the Project Site.
- Describe each facility in terms of its location, number of slots (capacity), and existing enrollment. Information will be based on publicly available information and/or consultation with the New York City Department of Education's Division of Early Childhood Education.
- Any expected increases in the population of children under age 6 within the eligibility income limitations, based on CEQR methodology, will be discussed as potential additional demand, and the potential effect of any population increases on demand for publicly funded early childhood programs in the study area will be assessed. The potential effects of the additional eligible children resulting from the Proposed Actions will be assessed by comparing the estimated net demand over capacity to the net demand over capacity estimated in the No Action condition.
- Under *CEQR Technical Manual* guidelines, a significant adverse impact to publicly-funded early childhood programs may result if a proposed project would result in both of the following: a collective utilization rate of the early childhood programs in the study area that is equal to or greater than 100 percent of the With Action condition; and an increase of five percentage points or more in the collective utilization rate between the No Action and With Action conditions.
- If the Proposed Project is determined to have a significant adverse impact related to publicly-funded early childhood programs, mitigation for this impact would be identified.

LIBRARIES

- Local public library branch(es) serving the area within approximately ³/₄-mile of the rezoning area, which is the distance that one might be expected to travel for such services, will be identified and presented on a map.
- Existing libraries within the study area and their respective information services and user populations will be described. Information regarding services provided by branch(es) within the study area will include holdings and other relevant existing conditions. Details on library operations will be based on publicly available information and/or consultation with New York Public Library officials.
- For the No Action condition, projections of population change in the area and information on any planned changes in library services or facilities will be described, and the effects of these changes on library services will be assessed. Using the information gathered for existing conditions, holdings per resident in the No Action condition will be estimated.
- The effects of the addition of the population resulting from the Proposed Actions on the library's ability to provide information services to its users will be assessed. Holdings per resident in the With Action condition will be estimated and compared with the No Action holdings estimate.
- If the Proposed Actions would increase a branch library's ³/₄-mile study area population by five percent or more over No Action levels, and it is determined, in consultation with the New York Public Library, that this increase would impair the delivery of library services in the study area, a significant adverse impact may occur. Mitigation for a significant adverse impact would be identified.

OPEN SPACE

The *CEQR Technical Manual* recommends performing an open space assessment if a project would have a direct effect on an area open space (e.g., displacement of an existing open space resource) or an indirect effect through increased population size.

The EIS analysis will address the Proposed Project's potential to directly and indirectly affect open space. For direct effects, the EIS will identify and describe (in coordination with the shadows analysis described below) any study area open spaces that could be directly affected by the Proposed Project. For the indirect effects analysis, the new population generated by the proposed Phase 2 Development and the RWCDS for the future Phase 3 Development would result in a new resident population within the District that would exceed the 200-resident CEQR thresholds requiring an open space analysis. The indirect effects analysis will be consistent with the methodology set forth in the *CEQR Technical Manual* and will consist of the following:

- Establish study areas for the analysis and calculate the total population in the study areas (see Figure 10);
- Create an inventory of publicly accessible open spaces within a ¹/₂-mile (residential study area) of the Project Site. This inventory will include examining these spaces for their facilities (active vs. passive use), condition (satisfactory or unsatisfactory), and utilization (crowded or not).
- Project conditions in the future without the proposed actions, including accounting for new commercial and residential population that would be introduced by background development

projects, and accounting for any new open space resources that could come online in the No Action condition.

• Assess impacts of the Proposed Project based on quantified ratios and qualitative factors. The assessment will take into account the size and anticipated programming of public open space expected to be created within the District as it is redeveloped.

The analysis will begin with a preliminary assessment to determine the need for further analysis. If warranted, a detailed assessment will be prepared, following the guidelines of the *CEQR Technical Manual*.

As part of the preliminary assessment for open space, the Proposed Project would be reviewed to determine if it is located in an area of the City within a Walk to a Park Service Area. Project sites that are located outside of a Walk to a Park Service Area (i.e., located in a known walk gap areas) suggests there is a need for a detailed analysis to be performed to determine if the project may further exacerbate a condition of residents living in areas of the city with inadequate park access.

Under *CEQR Technical Manual* guidelines, a significant adverse impact to open space may result if: there would be a direct displacement/alteration of existing open space within the study area that has a significant adverse effect on existing users, unless the proposed project would provide a comparable replacement within the study area; the project would reduce the open space ratio by more than the general guidelines for the open space percentage change that are presented in the *CEQR Technical Manual*, Chapter 7, Table 7-5; the project would result in a significant physical effect on existing open space by increasing shadow, noise, air pollutant emissions, or odors compared to the No Action condition; or would result in a qualitative impact compared to the No Action condition. If the Proposed Project is determined to have a significant adverse impact related to open space, mitigation for this impact would be identified.

SHADOWS

The *CEQR Technical Manual* requires a shadows assessment for proposed actions that would result in new structures greater than 50 feet in incremental height, or of any height if the project site is adjacent to, or across the street from, a sunlight-sensitive resource. Sunlight-sensitive resources include publicly accessible open spaces, sunlight-sensitive features of historic resources, and natural features.

The 2008 FGEIS included a detailed shadows analysis that conservatively assessed the maximum buildable envelope across the entire District allowed under zoning and FAA height limits. The FAA limits continue to be applicable to development within the District, and therefore, no additional new shadows beyond those described in the FGEIS would occur. A targeted screening assessment will be undertaken to update the existing and future No Action conditions with regard to any new or planned open spaces or other sunlight-sensitive resources in the longest shadow study area. If there are no new sunlight-sensitive resources that could be affected by project-generated shadow, then no further analysis will be necessary. If warranted, a detailed shadow study will be prepared following the guidelines of the *CEQR Technical Manual*.

HISTORIC AND CULTURAL RESOURCES

The *CEQR Technical Manual* identifies historic resources as districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, and archaeological importance. Historic resources include designated New York City Landmarks (NYCLs) and Historic Districts (NYCHDs);

properties calendared for consideration as NYCLs by the Landmarks Preservation Commission (LPC) or determined eligible for NYCL designation; properties listed on the State and National Register of Historic Places (S/NR) or formally determined eligible for S/NR listing, or properties contained within a S/NR listed or eligible district; properties recommended by the New York State Board for listing on the S/NR; and National Historic Landmarks (NHLs).

As part of the 2008 FGEIS, the New York City Landmarks Preservation Commission (LPC) and the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) determined that the District is not sensitive for archaeological resources. Therefore, no additional archaeological resources studies would be prepared for this EIS.

The 2008 FGEIS also concluded that the Approved Plan would result in an unavoidable significant adverse impact to the former Empire Millwork Corporation Building at 128-50 Willets Point Boulevard, which was determined to be eligible for listing on the State and National Registers of Historic Places (S/NR) by the OPRHP. This chapter would summarize the impact identified in the 2008 FGEIS as well as the mitigation identified to partially mitigate the impact, and assess the potential for the Proposed Project to result in new or different impacts to historic and cultural resources.

Therefore, consistent with the *CEQR Technical Manual*, the historic and cultural resources analysis will include the following tasks:

- Identify any known architectural resources within a 400-foot study area surrounding the Project Site. Conduct a field survey to identify any potential architectural resources that could be affected by the Proposed Actions. Potential architectural resources comprise properties that appear to meet the eligibility criteria for NYCL designation and/or S/NR listing. Map and briefly describe any identified architectural resources.
- Evaluate the potential for the Proposed Actions to result in direct, physical effects on any identified architectural resources pursuant to CEQR. Assess the potential for the Proposed Actions to result in any visual and contextual impacts on architectural resources. Potential effects will be evaluated through a comparison of the future No Action condition and the future With Action condition.
- If necessary, mitigation measures to avoid or reduce potential significant adverse impacts on historic or cultural resources will be identified in consultation with LPC.

URBAN DESIGN AND VISUAL RESOURCES

According to the methodologies of the *CEQR Technical Manual*, if a project requires actions that would result in physical changes to a project site beyond those allowable by existing zoning and which could be observed by a pedestrian from street level, a preliminary assessment of urban design and visual resources should be prepared.

As the Proposed Actions would result in changes to what may be developed within the District as compared to current zoning regulations, an urban design and visual resources assessment is required. The assessment will describe the Proposed Project in comparison to the future without the Proposed Actions and describe the effects on urban design and visual resources within the study area.

According to the methodologies of the *CEQR Technical Manual*, if a project requires actions that would result in physical changes to a project site beyond those allowable by existing zoning and which could be observed by a pedestrian from street level, a preliminary assessment of urban

design and visual resources should be prepared with a detailed analysis prepared if warranted based on the preliminary assessment. As described in the *CEQR Technical Manual*, examples of projects that may require a detailed analysis are those that would make substantial alterations to the streetscape of a neighborhood by noticeably changing the scale of buildings, potentially obstruct view corridors, or compete with icons in the skyline.

It is anticipated that a detailed analysis will be required for the Proposed Project consistent with the methodologies of the *CEQR Technical Manual*. The study area for the analysis will be consistent with that of the study area for the analysis of land use, zoning, and public policy and the urban design study area assessed in the 2008 FGEIS (¼-mile). Based on field visits and the information to be provided by the applicant, the detailed analysis will describe the urban design and visual resources of the Project Site and the study area. The analysis will describe the potential changes that could occur to urban design and visual resources with the Proposed Project in comparison to future No Action conditions, focusing on the changes that could negatively affect a pedestrian's experience of the area. The analysis will also account for longer views to the Project Site. If necessary, mitigation measures to avoid or reduce potential significant impacts would be identified.

NATURAL RESOURCES

The 2008 FGEIS, 2013 FSEIS, and subsequent technical memoranda concluded that the Approved Plan would not result in significant adverse natural resources impacts. Like the Approved Plan, the Proposed Project would be required to be consistent with federal, state, and city-wide policies for the conservation and improvement of natural resources. The Proposed Project also would redevelop existing developed lots and would not likely result in the removal of any vegetation. Therefore, natural resources will be evaluated in the EIS as a screening level assessment.

The Proposed Project would be required to adhere to Section 1403.8 of the New York City Building Code, which was enacted on January 10, 2020 to specify bird friendly design and construction requirements in accordance with Article 103, Section 36, of Title 28 of the Administrative Code of the City of New York. Therefore, the EIS will assess the potential for the Proposed Project to affect wildlife, including long-term effects such as the potential for bird strikes with the proposed buildings.

HAZARDOUS MATERIALS

The *CEQR Technical Manual* identifies examples of projects where a hazardous materials assessment is warranted, including rezonings (or other discretionary approvals) allowing commercial or residential uses in an area in or within close proximity to current or historical uses potentially of concern for hazardous materials, such as manufacturing uses and facilities listed in the Hazardous Materials Appendix of the *Manual*, which include dry cleaners, gas stations, etc. Sites with historical/urban fill also require assessment, as do sites where underground and/or aboveground storage tanks (USTs or ASTs) are (or were) located on or near the site.

The FGEIS identified the potential for contamination within the District due to current and past usage, based on soil and groundwater sampling from public streets within the District. Therefore, E-designations were placed on all privately-owned properties in the District. The E-designations require that, as part of the New York City Department of Buildings (DOB) issuing permits associated with redevelopment, the property owner conduct Phase I and Phase II ESAs, and remediation where appropriate, to the satisfaction of the Mayor's Office of Environmental Remediation (OER). The City-owned portion of the District—which includes the Phase 1 Site anticipated to commence construction this year as well as most of the area to be developed in Phase 2—has been entered into NYSDEC's BCP, with QDG acting as applicant and performing remediation activities. As described above, remediation of the Phase 1 Site is expected to be completed in spring 2023.

The hazardous materials section of the EIS will describe the prior FGEIS/FSEIS investigative studies and findings; Recognized Environmental Conditions (RECs) identified on-site; the remediation that has occurred within the District to date, including the status of remedial activities at the on-site State Brownfield Cleanup Program (BCP) OU-1 and OU-2 parcels; and the E-designations, Restrictive Declarations, and/or other enforcement and oversight mechanisms that will be used to ensure that there would be no significant adverse impacts with respect to hazardous materials.

WATER AND SEWER INFRASTRUCTURE

The *CEQR Technical Manual* outlines thresholds for analysis of a project's water demand and its generation of wastewater and stormwater. For the Proposed Project, it is assumed that the project would result in a demand for water of more than 1 million gallons per day (gpd), and therefore, an analysis of water supply is warranted. As the Proposed Project would also result in a substantial increase in residential and commercial density, as well as increases in impervious surfaces over a large area, it is expected to exceed the *CEQR Technical Manual* thresholds for analysis of sewer infrastructure. Therefore, an analysis of sewer infrastructure is warranted. The co-Applicants, in conjunction with NYCEDC, also would construct new storm and sanitary sewers along the Project Site on 126th Street/Seaver Way, and a new 72" water main, to support the Phase 1 and Phase 2 Developments.

The analysis of water supply and sewer infrastructure would include the following:

- The existing water distribution system serving the Phase 2 Site and the Phase 3 Site will be described, and the existing water demand generated by uses in the Phase 2 Site and Phase 3 Site will be estimated.
- Water demand for No Action and With Action scenarios will be estimated, and the effects of the incremental demand on the City's water supply system will be assessed to determine if there would be impacts to water supply or pressure. The incremental water demand will be the difference between the water demand in the With Action scenario and the demand in the No Action scenario.
- The existing sewer system serving the District will be described, including a summary of the stormwater drainage and other infrastructure improvements that have been made to the project area since the 2008 FGEIS.
- The existing flows to the wastewater resource recovery facility (WRRF) that serves the site will be obtained, and the average dry weather monthly flow will be presented. Existing capacity information for pump stations, regulators, etc. downstream of the affected drainage area will be presented based on available information.
- The existing stormwater drainage system and surfaces (pervious or impervious) on the Phase 2 Site and Phase 3 Site will be described, and the amount of stormwater generated on the sites will be estimated using DEP's volume calculation worksheet.
- Any changes to the Phase 2 Site's and Phase 3 Site's stormwater drainage system and surface area coverage expected in the future without the Proposed Project will be described.

Any changes to the sewer system that are expected to occur in the future without the Proposed Project will be described based on information provided by DEP.

- The stormwater assessment will discuss any planned sustainability elements and best management practices (BMPs) that are intended to reduce stormwater runoff from the Phase 2 Site and the Phase 3 Site. Changes to the sites' proposed surface area (pervious or impervious) will be described, and runoff coefficient and runoff for each surface type/area will be presented. Volume and peak discharge rates of stormwater from the sites will be determined based on the DEP volume calculation worksheet.
- Sanitary sewage generation for the Proposed Project will be estimated. The effects of the incremental demand on the system will be assessed to determine if there will be any impact on operations of the WRRF.
- Based on the assessment of future stormwater and wastewater generation, the change in flows and volumes to the sewer system and/or waterbodies due to the Proposed Project will be determined. All information will be presented in DEP's matrix format per the *CEQR Technical Manual*.
- If the results of the water supply and sewer infrastructure impact assessments identify a potential for significant adverse impacts, potential practicable mitigation measures to avoid or reduce those significant adverse impacts will be identified.

SOLID WASTE

A CEQR solid waste assessment determines whether an action has the potential to cause a substantial increase in solid waste production that may overburden available waste management capacity or otherwise be inconsistent with the City's Solid Waste Management Plan or with State policy related to the City's integrated solid waste management system. The Proposed Actions would result in new development that would require sanitation services. According to the *CEQR Technical Manual*, few projects have the potential to generate substantial amounts of solid waste (50 tons per week or more) and most projects would not result in a significant adverse impact; however, it is recommended in the *CEQR Technical Manual* that the solid waste and service demand generated by a project be disclosed, based on standard waste generation rates. Therefore, this analysis will disclose the Proposed Project's anticipated solid waste and sanitation services.

ENERGY

According to the *CEQR Technical Manual*, because all new structures requiring heating and cooling are subject to the New York State Energy Conservation Code, which reflects State and City energy policy, actions resulting in new construction would not create significant energy impacts, and as such would not require a detailed energy assessment. For CEQR purposes, energy impact analysis focuses on an action's consumption of energy. A qualitative screening-level assessment will be provided that will include an estimate of the additional energy consumption associated with the Proposed Project, including an estimate of the demand load on electricity, gas, and other energy sources and an assessment of available energy.

TRANSPORTATION

In accordance with guidance prescribed in the CEQR Technical Manual, the evaluation of potential transportation-related impacts associated with a proposed development begins with

screening assessments, which encompass the preparation of travel demand estimates (Level-1 screening analysis) and/or trip assignments (Level-2 screening analysis), to determine if detailed analyses would be warranted to address the potential impacts project-generated trips may have on the transportation system. If the Level-1 screening analysis results show that a proposed action would result in 50 or more peak hour vehicle trips, 200 or more peak hour transit trips (200 or more peak hour transit riders at any given subway station or 50 or more peak hour bus trips on a particular route in one direction), and/or 200 or more peak hour pedestrian trips, a Level-2 screening analysis would be undertaken. If the results of the Level-2 screening analysis show that a proposed action would generate 50 or more peak hour vehicle trips through an intersection, 50 or more peak hour bus riders on a bus route in a single direction, 200 or more peak hour subway passengers at any given station, or 200 or more peak hour pedestrian trips per pedestrian element, further quantified analyses may be warranted to evaluate the potential for significant transportation impacts.

The transportation studies for the Proposed Project will encompass five distinct analysis topics—traffic, transit (subway/rail, bus, and ferry), pedestrians, street user safety, and parking. The *CEQR Technical Manual* states that quantified transportation analyses may be warranted if a proposed action results in 50 or more vehicle trips, 50 or more Citywide Ferry Service trips, 200 or more rail, subway, or bus trips, and/or 200 or more pedestrian trips during a given peak hour (a "Level 1" screening). If these thresholds are exceeded, a "Level 2" screening, involving detailed assignment of projected trips would be undertaken to either conclude detailed analyses are not warranted or identify the study areas for which quantified analyses of potential impacts would be prepared.

Trip estimates have been prepared for the proposed Phase 2 Development program and the RWCDS Phase 3 program using established metrics from standard sources, including the *CEQR Technical Manual*, U.S. census data, and previously approved studies. These estimates have been prepared for the two future analysis years and summarized by peak hour (weekday AM, midday, PM, and pre-game peak hours, and weekend afternoon, pre-game, and post-game peak hours), mode of travel, and person vs. vehicle trips. The trip estimates identify the number of peak hour person trips made by transit and the number of pedestrian trips traversing the area's pedestrian facilities. These trips form the basis for the Level 1 and Level 2 screening assessments. The findings from the Level 1 and Level 2 screening assessments are incorporated into the Travel Demand Factors (TDF) Memo for the Proposed Project, which is undergoing review with the New York City Department of Transportation (DOT). Based on preliminary conclusions of the TDF Memo and consideration of the study scopes from previous District environmental reviews, described below are the scopes of work for traffic, transit, pedestrians, street user safety, and parking for this EIS. All analyses will be prepared for existing conditions and No Action and With Action conditions for the two future analysis years.

TRAFFIC

The traffic impact study will evaluate roadway operations at critical intersections surrounding the District and at more remote intersections where substantial project trip generation is expected, as well as along key highway elements (i.e., highway mainline segments and ramp junctions). Consistent with what was analyzed in the 2013 FSEIS, a study area comprising of approximately 35 intersections will be analyzed for the following peak periods (see **Figure 11**):

- Non-gameday weekday AM;
- Non-gameday weekday midday;



Automatic Traffic Recorder

- Non-gameday weekday PM;
- Non-gameday weekend midday/PM;
- Gameday weekday evening pre-game;
- Gameday weekend midday/afternoon pre-game; and
- Gameday weekend afternoon/evening post-game.

Correspondingly, up to approximately 15 highway elements will be analyzed for the same time periods. Regarding game-day conditions, the anticipated peak attendance at the proposed 25,000-seat NYCFC soccer-specific stadium would be approximately half of what has been experienced at adjacent CitiField, which has a capacity of 41,922 attendees. Since the two stadiums would share the same parking resources that are currently available for CitiField events and agreements would be in place to prevent arrival/departure event activities at the two venues overlapping (on the rare occasions when events are scheduled at both locations on the same day). Specifically, any events at the planned soccer-specific stadium that would occur on the same day as a New York Mets event at CitiField would occur at least 7 hours before or at least 7 hours after the scheduled event start time at CitiField. Accordingly, the worst-case game day conditions would be those already currently experienced at CitiField. However, because specific gameday traffic management strategies for the two venues are likely to vary, a targeted analysis of specific needs of and effects from an event at the NYCFC stadium, corresponding with its peak arrival and departure hours, will be prepared. The locations that will be the subject of this analysis are likely to be limited to intersections along 126th Street/Seaver Way and possibly certain key connections to area feeder routes.

Future baseline volumes will be developed by incorporating background growth and trips contributed by other nearby projects and analyzed to determine expected changes in conditions. Vehicle-trip increments and any access and circulation changes pertained to the Proposed Project will then be overlaid onto the future No Action condition to establish future With Action traffic levels.

The impact analyses will be conducted pursuant to the latest *CEQR Technical Manual* guidance. Where impacts are identified, feasible mitigation measures will be explored for DOT consideration. For the study area intersections, the analyses will be prepared using the latest approved Synchro or Highway Capacity Software (HCS) to evaluate volume-to-capacity (v/c) ratios, levels-of-service (LOS), and average vehicle delays.

Regarding the study area highway facilities, the previous environmental reviews for planned development within the District made use of the CORSIM microsimulation software, which is no longer the prevalent tool to assess highway operations; however, its findings from those previous studies may still be a good indicator of typical highway conditions surrounding the District. To reanalyze the study area highway network via microsimulation, VISSIM would now be the preferred dynamic simulation tool and its use is acceptable to DOT. Alternatively, the analysis can also be prepared via Highway Capacity Manual (HCM) methodologies with the FREEVAL spreadsheet analysis tool. The highway elements will be analyzed to identify speed (miles per hour), density (passenger cars per mile per lane), and LOS. DOT will be consulted to determine the appropriate methodology for conducting this analysis for the Proposed Project.

TRANSIT

An assessment of fare control areas and vertical circulation elements at the Mets-Willets Point subway station will be prepared for up to five time periods. While new data collection will be undertaken, consultation with New York City Transit (NYCT) will be undertaken to address volume calibration needs for the purpose of establishing a representative baseline against which to evaluate the proposed project's potential impacts. In addition to the station facility analyses, line-haul conditions for the No. 7 subway line (and the N and W subway lines if warranted) and affected bus routes (Q19, Q48, and Q66) will be assessed using peak load point data provided by NYCT. These ridership conditions analyses will be prepared for the weekday AM and PM commuter peak periods. Where impacts are identified, feasible mitigation measures will be explored for NYCT consideration.

PEDESTRIANS

The pedestrian impact assessment will entail the analysis of key pedestrian elements (sidewalks, corner reservoirs, and crosswalks) along Northern Boulevard, 126th Street, and Roosevelt Avenue for all seven analysis time periods. Consistent with the 2008 FGEIS and the 2013 FSGEIS, no analyses of roadways and pedestrian facilities within the District—the construction of which would be subject to prescribed design guidelines—will be undertaken. Similar to traffic and transit, newly collected data will be calibrated where warranted in coordination with DOT to establish representative baselines for analysis. The impact analyses will be conducted pursuant to the latest *CEQR Technical Manual* guidance for existing and future conditions. Where impacts are identified, feasible mitigation measures will be explored for DOT consideration. As with the Traffic scope described above, the targeted analysis to be performed for an event at the NYCFC stadium will also address specific pedestrian flow conditions and gameday management needs, primarily across 126th Street/Seaver Way between Connector Street and 36th Avenue.

STREET USER SAFETY

Crash data for the study area intersections and other nearby sensitive locations from the most recent three-year period will be obtained from DOT. An inventory of nearby Vision Zero corridors and other areas sensitive to street safety will be investigated to further define the study area. Data at these locations will be analyzed to determine if they may be classified (per CEQR criteria) as high pedestrian/bike crash locations and whether trips and changes resulting from the proposed project could adversely affect street user safety at these locations. If any high crash locations are identified, feasible improvement measures will be explored and recommended for DOT approval and implementation to alleviate potential safety issues.

PARKING

A parking demand projection for the Proposed Project will be prepared to determine if the anticipated demand in the future with the Proposed Project could be fully accommodated within the planned parking supply. Since game-day activities between the New York Mets and NYCFC are assumed to not overlap, parking needs associated with the proposed soccer-specific stadium are expected to be accommodated by the parking facilities used for baseball games at CitiField. The EIS will assume that NYCFC home games would not be held concurrently with New York Mets home games at CitiField, and any events at the proposed soccer-specific stadium that occur on the same day as a New York Mets event at CitiField would occur at least 7 hours before or at least 7 hours after the scheduled event start time at CitiField. Accordingly, the parking study will

be prepared for non-game days and CitiField game days. This study will entail an evaluation of on- and off-street parking supply and utilization, following the same procedures used in the previous environmental reviews for planned development within the District, to either determine parking needs for the District or if the planned parking supply would be adequate to accommodate the projected parking demand.

AIR QUALITY

MOBILE SOURCES

The number of project-generated vehicle trips exceeds the *CEQR Technical Manual* carbon monoxide (CO) analysis screening threshold of 170 vehicles in the peak hour at a number of locations in the study area. In addition, the projected number of vehicles exceeds the applicable fine particulate matter (PM_{2.5}) screening threshold in the *CEQR Technical Manual*. Therefore, a microscale analysis of CO and PM mobile source emissions at affected intersections will be conducted.

Using computerized dispersion modeling techniques, the effects of project-generated traffic on CO and $PM_{2.5}$ concentrations at critical intersection locations will be determined. Depending on the magnitude of annual average $PM_{2.5}$ impacts, additional modeling may be necessary to confirm that there are no significant adverse air quality impacts due to mobile sources on a neighborhood scale. For parking, since the proposed soccer-specific stadium demand would be facilitated off-site at existing parking facilities, it is anticipated that any on-site incremental increase would not require an air quality analysis for this use; however, potential air quality impacts associated with Phase 2 accessory parking at other sites as well as Phase 3 will be examined.

The proposed project would also introduce sensitive uses within 200 feet of the elevated section of the Whitestone Expressway; therefore, the effects of this existing roadway on the proposed uses need to be analyzed, as recommended in the *CEQR Technical Manual*.

- Gather existing air quality data. Collect and summarize existing ambient air quality data for the study area. Specifically, ambient air quality monitoring data published by NYSDEC will be compiled for the analysis of existing and future conditions.
- Determine receptor locations for the microscale analysis. Select critical intersection locations in the study area, and outside the study area, representing locations with the highest potential total and incremental pollution impacts, based on data obtained from the proposed project's traffic analysis. At each intersection, multiple receptor locations will be analyzed in accordance with CEQR guidelines.
- Select dispersion model. The refined U.S. Environmental Protection Agency (EPA) AERMOD model is proposed to predict the maximum change in CO and PM_{2.5} concentrations, consistent with current EPA modeling guidance. Five recent years of meteorological data from the LaGuardia Airport National Weather Service (NWS) station and concurrent upper air data from Brookhaven, New York will be utilized for the simulation program.
- Emission calculation methodology and "worst-case" meteorological conditions. Vehicular cruise and idle emissions for the dispersion modeling will be computed using EPA's MOVES3 model. Compute re-suspended road dust emission factors based on CEQR guidance and the EPA procedure defined in AP-42.

- At each microscale receptor site, calculate for each applicable peak period the maximum 1and 8-hour average CO concentrations and maximum 24-hour and annual average PM_{2.5} concentrations for No Action and With Action conditions. Concentrations will be determined for up to four peak periods, for each analysis year.
- Perform an analysis for the Phase 2 and Phase 3 parking facilities. The analysis will apply the procedures outlined in the *CEQR Technical Manual* for assessing potential impacts of CO and PM from proposed parking facilities. Cumulative impacts from on-street sources and emissions from parking facilities will be calculated, where appropriate.
- Evaluate results. Future pollutant levels with and without the Proposed Project will be compared with the CO NAAQS, and the City's CO and PM_{2.5} *de minimis* guidance criteria, to determine the impacts of the Proposed Project.
- An analysis of potential air quality effects on the Proposed Project from the elevated Whitestone Expressway will be performed. EPA-approved air quality models, including MOVES, and AERMOD, will be used to assess the CO and PM levels at the Project Site from the traffic along the elevated portion of the expressway near the Proposed Project. Information regarding the traffic will be based on current studies regarding traffic volumes along the highway or from recent DOT data, and projections of traffic growth for the project build year. Five years of recent meteorological data from the LaGuardia Airport NWS will be used with concurrent upper air data from Brookhaven, New York. Modeled pollutants concentrations will be compared with the NAAQS to determine the impacts on the Proposed Project.
- If required based on the results of the intersection analysis, additional modeling of PM_{2.5} emissions will be performed using a comprehensive analysis procedure to determine the magnitude and extent of annual average neighborhood-scale PM_{2.5} impacts from mobile sources (grid analysis). The analysis would be performed using the AERMOD model, with receptors in a 1 kilometer (km) by 1 km area. Data from intersections included in the traffic study would be used to determine conditions over the neighborhood area.
- Mitigation. For locations where significant adverse air quality and/or traffic impacts are predicted, mitigation measures will be identified.

STATIONARY SOURCES

Local Law 154 of 2021 prohibits the use of fossil fuels in most new buildings by 2027. While it would be expected that at least some of the Phase 1 and Phase 2 development would not use fuel-fired heating and hot water systems, for the purposes of this analysis it is conservatively assumed that natural gas would be used. However, the Phase 3 Development will be assumed to exclusively use electric-powered heating and hot water systems. The stationary source air quality impact analysis will determine the effects of emissions from the Proposed Project's fossil-fuel fired heating and hot water systems to significantly impact air quality at existing land uses, or on the Proposed Project itself (i.e., project-on-project impacts). The number, size, and location of the proposed buildings are such that refined modeling is anticipated to be necessary to demonstrate compliance with NAAQS and other relevant impact criteria. Therefore, a detailed stationary source analysis using EPA's AERMOD dispersion model will be performed.

In addition, since the proposed Phase 2 Development would potentially be located near industrial businesses that could remain within the District until the completion of Phase 3, an evaluation of emissions from industrial sources must be performed, as per the *CEQR Technical Manual*. Large

and major sources of emissions within 1,000 feet of the study area must also be examined, as described in the *CEQR Technical Manual*.

Heating and Hot Water Systems Analysis

- A refined modeling analysis will be performed using the AERMOD model. For this analysis, five recent years of meteorological data from the LaGuardia Airport National Weather Service station and concurrent upper air data will be utilized for the simulation program. Concentrations of nitrogen dioxide (NO₂), sulfur dioxide (SO₂) (if assuming fuel oil), and particulate matter (PM₁₀ and PM_{2.5}) will be determined at off-site and on-site (project) receptor locations. Predicted concentrations will be compared with NAAQS and *CEQR Technical Manual de minimis criteria* for PM_{2.5}. In the event that exceedances of standards and/or criteria are predicted, design measures to reduce pollutant levels to within standards will be examined.
- An analysis of uses surrounding the Project Site will be conducted to determine the potential for impacts from existing or proposed industrial emissions. A field survey will be performed to determine if there are any manufacturing or processing facilities within 400 feet of potential new sensitive receptors within the Project Site. In addition, a search of federal and state air permits, and the DEP's Bureau of Environmental Compliance (BEC) files will be performed to determine if there are permits for any sources of toxic air compounds from industrial processes. If manufacturing or processing facilities are identified within 400 feet of the Project Site, an industrial stationary source air quality analysis, as detailed in the *CEQR Technical Manual*, will be performed. EPA's AERMOD refined dispersion model will be used to estimate the short-term and annual concentrations of critical pollutants at sensitive receptor locations. Predicted values will be compared with the short-term guideline concentrations (SGC) and annual guideline concentrations (AGC) reported in NYSDEC's DAR-1 AGC/SGC Tables guidance document to determine the potential for significant impacts.

Large and Major Sources Analysis

• Large and major sources of emissions within 1,000 feet of the Phase 2 Site and Phase 3 Site will be evaluated as described in the *CEQR Technical Manual*. If any sources are identified that require an analysis, this work would be performed using the EPA AERMOD dispersion model to estimate the potential impacts on the Project Site from nearby existing or proposed stationary sources. For this analysis, five years of meteorological data, consisting of surface data from LaGuardia Airport, and concurrent upper air data from Brookhaven, New York, will be used for the simulation modeling. Concentrations of the air contaminants of concern (i.e., PM, SO₂, and NO₂) will be determined at ground level receptors as well as elevated receptors representing floors of the proposed Development Sites. Predicted values will be compared with NAAQS, and the City's PM_{2.5} *de minimis* criteria.

GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

In accordance with the *CEQR Technical Manual*, greenhouse gas (GHG) emissions generated by the proposed Phase 2 Development program will be quantified, and an assessment of consistency with New York State and New York City's established GHG reduction goal will be prepared. GHG emissions generated by the full buildout of the District will also be estimated based on the RWCDS Phase 3 program. Emissions will be estimated for the analysis year(s) and reported as carbon dioxide equivalent (CO2e) metric tons per year. GHG emissions other than carbon

dioxide (CO2) will be included if they would account for a substantial portion of overall emissions, adjusted to account for the global warming potential.

Consistency with New York City and New York State climate legislation will also be assessed. New York City's Climate Mobilization Act and New York State's Climate Leadership and Community Protection Act have established additional GHG reduction goals along with required mitigation measures (i.e., building emission intensities, and requirements for rooftop solar photovoltaic installation where practicable). As part of the Climate Mobilization Act, New York State has enacted future carbon intensity limits under Local Law 97 for buildings over 25,000 sf beginning in 2024 and lowering in later years. While the City's overall goal is to reduce GHG emissions by 30 percent below 2005 levels by 2025 and net zero emissions by 2050, individual project consistency is evaluated based on building energy efficiency, proximity to transit, on-site renewable power and distributed generation, efforts to reduce on-road vehicle trips and/or to reduce the carbon fuel intensity or improve vehicle efficiency for project-generated vehicle trips, and other efforts to reduce the proposed project's carbon footprint.

Relevant measures to reduce energy consumption and GHG emissions that could be incorporated into the Proposed Project will be discussed, and the potential for those measures to reduce GHG emissions from the Proposed Project will be assessed to the extent practicable. The potential impacts of climate change on the Proposed Project will also be evaluated.

CLIMATE CHANGE RESILIENCY ASSESSMENT

The potential effects of climate change on the Proposed Project will be evaluated based on the best available information. Since the proposed buildings are located within a flood hazard zone, the potential impacts of climate change on the Proposed Project will be evaluated. The discussion will focus on the current and potential impacts from sea level rise, changes in storm frequency projected to result from global climate change, the heat island effect and the interaction with project infrastructure and uses. The discussion will focus on early integration of climate change considerations into the Proposed Project to allow for uncertainties regarding future environmental conditions resulting from climate change.

GREENHOUSE GAS EMISSIONS EVALUATION

Consistent with both New York City and New York State guidance, the analysis of GHG emissions will include direct emissions from on-site fuel usage, indirect emissions from energy generated through off-site fuel combustion, and indirect mobile source emissions. Emissions will be based on available information regarding the expected fuel use and energy consumption. Anticipated carbon intensities and citywide average information, per guidance described in the *CEQR Technical Manual*, will be used where such information is not available. If the proposed systems would differ significantly from the building types described in the *CEQR Technical Manual*, fuel usage and carbon intensity factors will be developed for the proposed project based on the specific systems to be installed. The carbon intensity of the Proposed Project will be compared to the City's future carbon intensity limits under Local Law 97.

Additionally, emissions from construction activities and the embedded emissions associated with the extraction and production of construction material will be qualitatively discussed.

If a quantified analysis of GHG emissions from construction is warranted, both construction activity emissions and emissions from the production and transport of construction materials will be included.

NOISE

The noise analysis will examine the potential for impacts on existing and future sensitive land uses (including surrounding residences, open space, and schools) that could be affected by changes in noise resulting from the Proposed Project. The methodologies used for this analysis will be consistent with the methodologies contained in the *CEQR Technical Manual*. No detailed analysis of potential noise impacts due to mechanical equipment will be performed, since it is assumed that mechanical equipment for proposed buildings would be designed to meet applicable regulations, such as NYC Noise Control Code and NYC Department of Buildings Code.

Specifically, the noise analysis will include the following tasks:

- Select noise receptor locations. Receptors will be selected to represent noise-sensitive uses that may experience noise level increases resulting from the Proposed Project as well noise receptors newly introduced by the Proposed Project. The receptor locations are expected to be similar to or the same as those considered in the 2008 FGEIS. Receptor locations will include locations in proximity to the site of the Proposed Project and/or along roadways leading to and from the Project Site.
- Determine existing noise levels. Existing noise levels shall be measured at four (4) of the receptor locations in accordance with *CEQR Technical Manual* guidance. The measurement locations will include one elevated location along the NYCT No. 7 line, and three at-grade locations located around the Phase 2 Site. Noise level measurements will include a combination of 24-hour continuous measurements and/or 60-minute spot measurements for any location(s) at which the NYCT No. 7 line is the dominant source noise, and 20-minute spot measurements for locations where vehicular traffic is the dominant source of noise. Spot measurements will be conducted in each of four (4) weekday and three (3) weekend analysis periods, as well as a late-night time period for any location(s) at which the NYCT No. 7 line is the dominant source of noise and it is not possible to conduct continuous 24-hour measurements. Measurements shall be made using Type I instrumentation and measured quantities shall include A-weighted and 1/3-octave band L_{eq}, L₁, L₁₀, L₉₀, L_{min}, and L_{max} noise levels. These measurements shall provide baseline levels.
- Data analysis and reduction. The results of the noise measurement program will be analyzed and tabulated.
- Determine future noise levels without and with the Proposed Project. At each of the receptor locations identified above, determine noise levels without and with the Proposed Project using existing noise levels, acoustical fundamentals, and mathematical models.
 - The analysis of noise in the future with the Proposed Project will include contributions from stadium noise (as established by measurements of noise at a comparably-sized sports stadium). Stadium noise levels will be projected to nearby receptors (including future noise-sensitive land uses within the district as well as existing noise-sensitive uses nearby) based on the sound level principles described in section 122 of the *CEQR Technical Manual*.
 - The analysis of noise in the future with the Proposed Project will also include parking lot/garage noise as established using procedures outlined in the Federal Transit Administration's guidance manual, *Transit Noise and Vibration Impact Assessment (2018)*. Parking lot/garage noise levels will be projected to nearby receptors (including

future noise-sensitive land uses within the district as well as existing noise-sensitive uses nearby) based on procedures described in the FTA guidance manual.

- The analysis of noise in the future with the Proposed Project will also include projectgenerated vehicular traffic. A screening level analysis of project-generated vehicular traffic will be conducted according to the procedures described in section 332.1 of the *CEQR Technical Manual*. If the screening analysis indicates the potential for a significant increase in noise level at any noise receptor, a more detailed analysis will be conducted using the Federal Highway Administration (FHWA) Traffic Noise Model (TNM).
- Compare noise levels with standards, guidelines, and other impact evaluation criteria. Compare existing noise levels and future noise levels, both with and without the Proposed Project, with various noise standards, guidelines, and other appropriate noise criteria.
- Determine amount of building attenuation required. The level of building attenuation necessary to satisfy CEQR requirements is a function of exterior noise levels and will be determined for noise-sensitive uses newly introduced by the Proposed Project. The previous environmental reviews for the District included analyses of exterior noise exposure and established minimum building attenuation requirements, which have been codified by Noise E-Designations for each Tax Lot. The Noise E-Designations require between 31 and 37 dBA of window/wall attenuation for residential or community facility use and between 26 and 32 dBA window/wall attenuation for commercial office use as well as an alternate means of ventilation. These window/wall attenuation requirements will be revisited based on the results of the noise study described above including consideration of aircraft noise (as established based on the airport noise contours for LGA as published by the Federal Aviation Administration [FAA]), as well as the cumulative noise levels from vehicular traffic on surrounding roadways (including Van Wyck Expressway and local roadways), NYCT No. 7 line, Proposed Project parking lot/garage(s), and stadium noise. Where aircraft would be the dominant source of noise, the annual average day-night average sound level would be used as the noise descriptor to evaluate noise exposure. Where the NYCT No. 7 line would be the dominant source of noise, the day-night equivalent sound level would be used as the noise descriptor to evaluate noise exposure. In all other cases the maximum With-Action L_{10} percentile level would be used as the noise descriptor to evaluate noise exposure. Recommendations regarding general noise attenuation measures needed for the Proposed Project to achieve compliance with standards and guideline levels will be made.

PUBLIC HEALTH

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

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

NEIGHBORHOOD CHARACTER

Neighborhood character is established by a number of factors, such as land use, zoning, and public policy; socioeconomic conditions; open space; urban design and visual resources; shadows; transportation; and noise. According to the guidelines of the *CEQR Technical Manual*, an assessment of neighborhood character is generally needed when a proposed project has the potential to result in significant adverse impacts in one of the technical areas presented above, or when a project may have moderate effects on several of the elements that define a neighborhood's character.

It is anticipated that the Proposed Project could result in significant adverse impacts in one or more of the technical areas listed above. Therefore, methodologies outlined in the *CEQR Technical Manual* will be used to provide an assessment of neighborhood character. Work items for this task are as follows:

- Based on other EIS sections, describe the predominant factors that contribute to defining the character of the neighborhood surrounding the Project Site.
- Based on planned development projects, public policy initiatives, and planned public improvements, summarize changes that can be expected in the character of the area in the future without the Proposed Project.
- Assess and summarize the Proposed Project's effects on neighborhood character using the analysis of impacts as presented in other pertinent EIS sections (particularly socioeconomic conditions, open space, urban design and visual resources, shadows, traffic, and noise).

CONSTRUCTION

Construction impacts, though temporary, can have a disruptive and noticeable effect on the adjacent community, as well as people passing through the area. The construction assessment will focus on areas where construction activities may pose specific environmental problems. This assessment will also describe the preliminary construction schedule for the Proposed Project and discuss anticipated on-site activities and logistics. It is expected that construction of the Phase 2 Development would occur over a period of approximately three years (2024-2027). It is expected that Phase 3 construction activities would begin at the end of 2034 and would last for approximately 6 years, with Phase 3 being completed at the end of 2039.

Technical areas to be analyzed include the following:

- *Transportation Systems*. This assessment will consider the Proposed Project's anticipated effects on surrounding roadways, transit services, pedestrian facilities, and parking during construction, and identify the increase in vehicle trips from construction workers and trucks. The transportation assessment prepared to evaluate potential impacts during construction will focus on representative peak construction activities and identify a corresponding analysis year for each development phase. Projected vehicle trips (including construction worker vehicles and truck deliveries) for peak construction will be assigned to the surrounding traffic network and available parking locations. Trips made by public transportation and potentially traversing the area's pedestrian network will also be estimated.
- Air Quality. This section will contain a detailed dispersion analysis of construction sources will be performed for the Phase 2 Development to determine the potential for air quality impacts on sensitive receptor locations. Air pollutant sources would include combustion exhaust associated with non-road construction engines (e.g., cranes, excavators) and trucks operating on-site, construction-generated traffic on local roadways, as well as onsite

activities (e.g., excavation, demolition) that generate dust. The pollutants of concern include carbon monoxide (CO), particulate matter (PM), and nitrogen dioxide (NO₂). The potential for significant impacts will be determined by a comparison of the model predicted concentrations to the National Ambient Air Quality Standards (NAAQS), or by comparison of the predicted increase in concentrations to applicable interim guidance thresholds. The air quality analysis will include a discussion of the strategies to reduce project related air pollutant emissions associated with construction activities. This section will also include a qualitative review of the construction activities associated with the full buildout of the District.

• *Noise and Vibration.* This section will contain a quantitative (modeling) analysis of noise from the Proposed Project's construction activity for the Phase 2 Development will be performed. The detailed analysis will use the CadnaA 3D noise model to estimate construction noise levels based on projected activity and equipment usage for various stages of construction on the Phase 2 Development site. The projected construction noise levels will be compared to existing condition noise levels as determined based on the operational noise analysis and augmented by mathematical models and projections as necessary. The noise analysis will identify potential construction noise impacts based on the intensity, duration, and location of emissions relative to nearby sensitive locations. As necessary, feasible and practicable project-specific control measures to further reduce construction noise disruption to the surrounding community will be considered. This section will also include a qualitative review of the construction activities associated with the full buildout of the District, which will reference the construction noise analyses for full District build-out presented in previous environmental reviews for the District.

Construction activities have the potential to result in vibration levels that may result in structural or architectural damage, and/or annoyance or interference with vibration-sensitive activities. A construction vibration assessment will be performed. This assessment will determine critical distances at which various pieces of equipment may cause damage or annoyance to nearby buildings based on the type of equipment, the building construction, and applicable vibration level criteria. Should it be necessary for certain construction equipment to be located closer to a building than its critical distance, vibration mitigation options will be proposed.

• Other Technical Areas. As appropriate, discuss other areas of environmental assessment for potential construction-related impacts, including but not limited to historic and cultural resources, hazardous materials, open space, socioeconomic conditions, community facilities, land use, and neighborhood character.

ALTERNATIVES

The purpose of an alternatives analysis is to examine reasonable and practicable options that avoid or reduce project-related significant adverse impacts while achieving the goals and objectives of the proposed actions. The alternatives are usually defined when the full extent of a proposed project's impacts is identified, but at this time, it is anticipated that they will include the following:

- A No Action Alternative, which describes the conditions that would exist if the Proposed Actions were not implemented;
- A No Unmitigated Adverse Impacts Alternative, if unavoidable adverse impacts are identified in the EIS; and

• A discussion of other possible alternatives that may be developed in consultation with the lead agency during the EIS preparation process, such as alternatives that may reduce but not eliminate identified unavoidable adverse impacts, or that may be posed by the public during the scoping of the EIS.

For technical areas where impacts have been identified, the alternatives analysis will determine whether these impacts would still occur under each alternative. The analysis of each alternative will be qualitative, except where impacts from the proposed actions have been identified.

MITIGATION

Where significant adverse impacts have been identified in the EIS, this chapter will describe the measures to mitigate those impacts. These measures will be developed and coordinated with the responsible city and state agencies, as necessary. Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

SUMMARY CHAPTERS

Several summary chapters will be prepared, focusing on various aspects of the EIS, as set forth in the regulations and the *CEQR Technical Manual*. They are as follows:

EXECUTIVE SUMMARY

Once the EIS technical sections have been prepared, a concise executive summary will be drafted. The executive summary will use relevant material from the body of the EIS to describe the proposed actions, environmental impacts, measures to mitigate those impacts, and alternatives to the proposed actions.

UNAVOIDABLE ADVERSE IMPACTS

Those impacts, if any, which could not be avoided and could not be practicably mitigated, will be described in this chapter.

GROWTH-INDUCING ASPECTS OF THE PROPOSED ACTIONS

This chapter will focus on whether the proposed actions would have the potential to induce new development within the surrounding area.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

This chapter focuses on those resources, such as energy and construction materials, that would be irretrievably committed should the Proposed Project be built.

Appendix A: No Build Projects

Table 1: Projects Planned for Study Area by 2039

Map No.	Project	Build Year	Description
			875,000 sf residential (1,100 units, all affordable, 220 senior),
1	Willets Deint Dhope 1	2026	24,000 sf retail, 6,000 sf community facility, 128,000 sf/650-seat
1	Potential development on Citi Field	2020	public school
2	parking lots	TBD	Mixed-use development (program TBD) ¹
			458,604 gsf residential (546 units), 168,989 gsf retail, 146,100 gsf
2	SFWD Proposed Development Site 1	2025	hotel (353 rooms), 180,835 gsf office, 4,300 gsf community facility,
3	(BIOCK 4963/LOIS 7, 8, 9)	2025	510 parking spaces, 42,869 ST (0.98 acres) waterfront access
	SFWD Proposed Development Site 2	l I	hotel (301 rooms), 13.505 gsf community facility, 318 parking
4	(Block 4963/Lot 65)	2028	spaces, 34,810 sf (0.79 acres) waterfront access
		 	490,570 gsf residential (507 units), 58,383 gsf retail, 217,615 gsf
5	SFWD Proposed Development Site 3	2030	hotel (225 rooms), 202,806 gst office, 1,674 gst community facility,
		2033	226 995 asf residential (304 units, 61 affordable), 17.135 asf retail.
	SFWD Proposed Development Site 4	1	2,434 gsf community facility, 166 parking spaces, 15,440 sf (0.356
6	(Block 4963/Lots 212, 249)	2039	acres) waterfront access
	25 20 College Doint Rlvd (Rlock	l I	Extension of the SFWD: 13-story 104,000gsf residential (104 units,
7	4963/Lot 212)	2032	facility 90 parking spaces 35 000 sf waterfront access
			25 million gallon combined sewer overflow storage tunnel, seasonal
	NYCDEP Combined Sewer Overflow	l I	disinfection at the Flushing Bay Combined Sewer Overflow
0	Long Term Control Plan for Flushing	2050	Retention Tank and Diversion Chamber and at a Combined Sewer
ð	Вау	2050	UVEITIOW OUTIAII
9	Porpoise Bridge (Tidal Gate Bridge)	2026	existing floodgates
			Relocation of the Passerelle Bridge within Flushing Meadows
10	Passarelle Bridge Reconstruction	2026	Corona Park, east of the existing alignment
	Flushing Bay Promenade—Candela		
	Structures/Boat Basin Place	2200	NYC Parks improvements to Candela structures and Flushing Bay
11	Intersections	2026	Promenade Intersections at Boat Basin Place
	134-03 35th Avenue / 33-71 Prince	l I	14.182 sf retail. 208 hotel rooms, 17,388 sf community facility
12	Street (Block 4949/Lot 46)	2025	space, 196 parking spaces
	135-01 35th Avenue (Block 4950/Lot	 	9-story building; 93 dwelling units (27 affordable), 52 parking
13	1)	2027	spaces
i I		i	
14	134-16 35th Ave (Block 4958/Lot 120)	2025	12-story, 59,796 sf development with 50 residential units
	PKO Theatro 135-27 Northern Blvd	i .	Adaptive reuse of existing theater and 16-story addition. 280,810 st
15	(Block 4958/Lot 38)	2028	commercial. 214 parking spaces (cellar and subcellar level)
			6-story mixed-use building w 6 923 sf residential (8 units) and
16	132-03 41st Road (Block 5039/ Lot 1)	2025	2,289 sf community facility
		1	Two 8-story buildings w/235 residential units (60 affordable).
17	36-04 Bud Place (Block 4968/Lot 22)	2030	64,000 sf retail, 164 parking spaces
	133-20 41st Avenue (Block 5041/Lot	,	
18	8)	2027	7-story, 28,064 sf house of worship
		1	307,030 sf, 16-story development with 150 residential units, 202
10	133-25 37th Avenue (BIOCK 4970/Lot 11)	2027	hotel rooms, 25,000 st retail, 500 st community facility, 290 parking
13		2021	57 705 sf. 12-story development with 19 residential units, 136 hotel
20	131-28 40th Road (Block 5060/Lot 53)	2027	rooms, 550 sf community facility
			9-story, 21,111 sf development with 32 residential units, 11,500 sf
21	131-78 40th Road (Block 5060/Lot 38)	2027	retail, 741 sf community facility
22	132-22 41st Road (Block 5040/Lot 18)	2027	6-story, 10,275 st development with 10 residential units, 2,792 st community facility
23	132-21 41st Road (Block 5049/Lot 58)	2027	7-story, 10,586 sf community facility development

Table 1 (cont'd): Projects Planned for Study Area by 2039

Man No	Project	Build Year		
map No.	Tibjeet	Bulla Teal	6-story 13 452 sf development with 10 residential units 4 224 sf of	
24	132-51 41st Road (Block 5039/Lot 40)	2027	community facility	
	· · · · · · · · · · · · · · · · · · ·		5-story, 13,175 sf development with 9 residential units, 9,402 sf of	
25	132-55 41st Road (Block 5039/Lot 38)	2027	community facility	
	131-19 Fowler Avenue (Block			
26	5076/Lot 29)	2027	8-story, 29,548 sf development with 30 residential units	
	25 22 Loovitt Chroot (427 45 Northour		13-story, 231,083 sf mixed-use development: 48,420 sf residential	
27	35-32 Leavill Street / 137-45 Northern Boulovard (Block 4960/Lot 29)	2025	(48 units), 9,600 si commercial retall, 98,200 si notel (249 rooms),	
21	Boulevard (Block 4960/Lot 29)	2025	2,500 SI community facility, 62 parking spaces	
	Whitestone Lanes 30-05 Farrington		10-story building w 377 000 sf residential (361 units, 73 affordable)	
28	Street (Block 4370/Lot 15)	2027	and 155 parking spaces	
			75.443 sf. 9-story development with 51 residential units. 17.000 sf	
29	31-35 137th Street (Block 4410/Lot 7)	2027	community facility	
	35-10 Union Street (Block 4961/Lot		7-story, 40,175 sf development with 44 residential units, 8,133 sf	
30	17)	2027	community facility	
	136-80 41st Avenue (Block 5044/Lot		8-story, 62,771 sf development with 44 residential units, 8,796 sf	
31	44)	2027	community facility, 22 parking spaces	
00	44-15 College Point Boulevard (Block	0007	7-story, 54,645 sf development with 42 residential units, 9,116 sf	
32	5102/Lot 1)	2027	community facility, 21 parking spaces	
			7-story, 71,700 si development with 39 residential units, 11,270 si rotail (cupormarkat), 11,775 sf community facility, 107 parking	
33	42-80 Main Street (Block 5124/Lot 30)	2027	spaces	
	144-49 Northern Boulevard (Block	2021	246 763 sf 7-story development with 172 residential units 31 600	
34	5003/Lot 45)	2027	sf retail. 1.500 sf community facility. 196 parking spaces	
-	,	-	9-story, 35,456 sf development with 36 residential units, 400 sf	
35	35-15 146th Street (Block 5004/Lot 8)	2027	community facility	
	143-16 41st Avenue (Block 5048/Lot		8-story, 31,957 sf development with 34 residential units, 4,600 sf	
36	13)	2027	community facility, 10 parking spaces	
07	140-46 Sanford Avenue (Block		8-story, 27,653 sf development with 34 residential units, 4,815 sf	
37	5180/Lot 38)	2027	community facility, 6 parking spaces	
39	104-10 Northern Boulevard (Block	2027	7-story, 22,653 st development with 30 residential units, 11,552 st	
	38-20 Parsons Boulevard (Block	2021	255 279 sf. 7-story development with 175 residential units 37 000	
39	5022/L of 31)	2027	sf community facility 164 parking spaces	
	144-16 38th Avenue (Block 5024/Lot		6-story, 40.437 sf development with 30 residential units, 7.582 sf	
40	16)	2027	community facility, 15 parking spaces	
	141-15 Cherry Avenue (Block			
41	5186/Lot 65)	2027	6-story, 18,168 sf development with 25 residential units	
10	43-18 Union Street (Block 5192/Lot			
42	51) 440 40 25th August (Disple 5004/Lat	2027	7-story, 22,582 st development with 22 residential units	
13	146-10 35th Avenue (Block 5004/Lot 12)	2027	8-story 25 000 sf development with 19 residential units	
40	142-20 Sanford Avenue (Block	2021	8-story, 17 686 sf development with 14 residential units 1 800 sf	
44	5181/L ot 126)	2027	community facility	
	31-34 137th Street (Block 4409/Lot		6-story, 12.393 sf development with 10 residential units, 2.238 sf	
45	45)	2027	community facility	
	42-08 Bowne Street (Block 5182/Lot		4-story, 13,256 sf development with 10 residential units, 1,857 sf	
46	33)	2027	retail	
	140-18 Cherry Avenue (Block		6-story, 11,687 sf development with 10 residential units, 338 sf	
47	5192/Lot 41)	2027	community facility	
			Two 11-story buildings w 410 units of residential use (112 units will	
40	147-14 Northern Boulevard (Block	2007	be mix of AIRS and affordable), 36,000 sf retail, and 10,500 sf adult	
48	5010/L0[27)	2027	Cay care	
			consolidated single Terminal C headbouse with four consources	
	LaGuardia Airport: Fast Side		and 37 gates. Includes roadway improvements and expansion of	
49	Reconfiguration	2026	the East Garage	
Sources: Air Train DEIS, Special Flushing Waterfront District EAS, Queens DCP, DOB Active Major Construction database.				
Notes: ¹ Subject to change if new information becomes available.				



1 No Build