

A. INTRODUCTION

The proposed Plan calls for the redevelopment of the Willets Point Development District (the District), an approximately 61-acre area generally bounded to the east by the Van Wyck Expressway and an undeveloped lot owned by the Metropolitan Transportation Authority, to the south by Roosevelt Avenue, to the west by 126th Street, and to the north by Northern Boulevard. The proposed Plan includes a mix of residential, retail, hotel, convention center, entertainment, commercial office, community facility, open space, and parking uses.

The District currently contains an estimated 260 businesses that, along with their attendant employees, would be directly displaced by the proposed Plan. (Chapter 4, “Socioeconomic Conditions,” fully examines the potential effects of the proposed Plan on population and housing characteristics, economic activity, and the commercial real estate market.)

Since issuance of the DGEIS, the City has reached several individual agreements to purchase properties in Willets Point from their owners. As part of its ongoing relocation planning effort, to date the City has identified viable relocation sites for three businesses. These are discussed and evaluated in this analysis. For the sites that do not yet have specific relocation packages in place at this time, the evaluation of suitable potential relocation sites is in progress². As the City reaches agreements with additional property owners, it is expected that relocation sites for those affected businesses would also be identified.

B. RELOCATION PLANNING AND ASSISTANCE

Aside from the relocation sites currently being contemplated, it is not possible to predict exactly where District businesses would relocate if they were displaced by the proposed Plan. However, it can be assumed that they would relocate to other parts of the City that are zoned to permit these uses. Aside from Tully Environmental and Crown Container, none of the businesses located in the District are large emitters of air pollutants (none require a State Facility or Title V permit), and none have unique operational characteristics that might cause them to have particular potential for effects on the environment³. Therefore, it is unlikely that individual

¹ This chapter is new in the FGEIS.

² The City has entered into a contract to purchase the Willets Point property owned by BRD (Block 1823, Lots 47, 52, and 55) and entered into a contract to purchase property owned by MA Realty (Block 1822, Lot 17). The purchase of the BRD property has been the subject of its own environmental review. No relocation packages have been determined for the three businesses currently operating on the BRD property.

³ Tully Environmental has a permit to operate as a Putrescible Solid Waste Transfer Station with a permitted capacity of 900 tons per day, and an associated operation, Willets Point Asphalt, has a New York State Department of Environmental Conservation (NYSDEC) State Facility air permit. Crown

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District businesses would have the potential to result in significant adverse impacts in the areas to which they would relocate. As most District businesses would relocate individually, it is not expected that particular neighborhoods would experience an influx of new industrial uses. However, for the remaining businesses with no specific relocations plans available, any definitive assessment of the potential for significant adverse impacts would be speculative. Consequently, it is not possible to make site-specific conclusions about the potential for significant adverse impacts due to business relocation activity.

If the proposed Plan is approved, the City would offer assistance to individual employees working at businesses that are subject to direct displacement. In partnership with the New York City Department of Small Business Services (SBS), the New York City Economic Development Corporation (NYCEDC) has retained LaGuardia Community College (LAGCC) to develop a workforce assistance program for District workers who would be displaced by the proposed Plan. The workforce assistance program, which would commence after the ULURP process is completed in November, would include job training to prepare workers for job opportunities, and job placement for eligible participants. LAGCC plans to use existing career centers to provide educational, job placement, and career counseling services. LAGCC would conduct extensive outreach efforts to allow eligible District workers to gain access to their services. In addition, LAGCC would screen candidates to match qualified job seekers with jobs from employers in the auto, industrial and manufacturing sectors. NYCEDC is offering financial incentives to encourage participation by District workers in the program, such as stipends for transportation.

C. POTENTIAL RELOCATION SITES

The City has identified two viable relocation properties for three businesses. The relocation sites under consideration are in College Point Queens. The relocation properties are City-owned and no acquisition is needed. Table 28-1 shows each of the potential sites for relocation. Site 1 would house two separate businesses; the site would be divided proportionately based on the relative size of the properties each currently owns.

**Table 28-1
Relocation Sites and Potential Uses**

Relocation Site	Location	Existing Use	Potential Use
1	130th Street and 23rd Avenue College Point, Queens Block 4206, Lot 100 Block 4207, p/o Lot 1	Vacant	Industrial recycling, wholesaling, and distribution
			Auto-related use
2	29th Avenue and 122nd Street College Point, Queens Block 4317, Lots 1 and 20	Asphalt manufacturing plant	Wholesale dealer in used auto parts

Container has a permit to operate as a Non-Putrescible Solid Waste Transfer Station with a permitted capacity of 375 tons per day. Relocation sites for these businesses would most likely be in M3 zoning districts separated from sensitive uses, near other uses requiring similar types of permits. It is anticipated that if relocated, these businesses would obtain operating permits similar to those they now hold. Other measures to protect the environment that would be controlled by the permits or through DSNY siting criteria may include the maximum volume of waste stored, time frames for waste material to be removed from the transfer station for final disposition, the maximum height of waste piles, dust control measures, minimum distance from another transfer station; required enclosures; and sufficient space to allow for queuing of trucks.

D. POTENTIAL EFFECTS OF RELOCATION

SITE 1—QUEENS BLOCK 4206, LOT 100; BLOCK 4207, P/O LOT 1

A potential relocation site has been identified at 130th Street and 23rd Avenue in College Point, Queens. Currently, this is a vacant lot. It is expected that this City-owned site (Block 4206, Lot 100 and a portion of Block 4207, Lot 1) would be shared between two relocated businesses. The approximately 45,000-square-foot site would be divided proportionately based on the relative size of the properties each currently owns. The businesses that would relocate to the site include an industrial recycling, wholesale and distribution operation, and an auto-related use.

For each of the two businesses, a one-story building would be constructed and an access/driveway would be provided. Together, the two buildings are expected to include approximately 14,000 gross square feet of space.

LAND USE, ZONING, AND PUBLIC POLICY

The site is zoned M1-1, and there are a number of storage, distribution, and light manufacturing uses in the area (See Figure 28-1). There are also residential uses starting several blocks to the west, which includes an area of R4, R4A, R4-1, and R2A zoning districts.

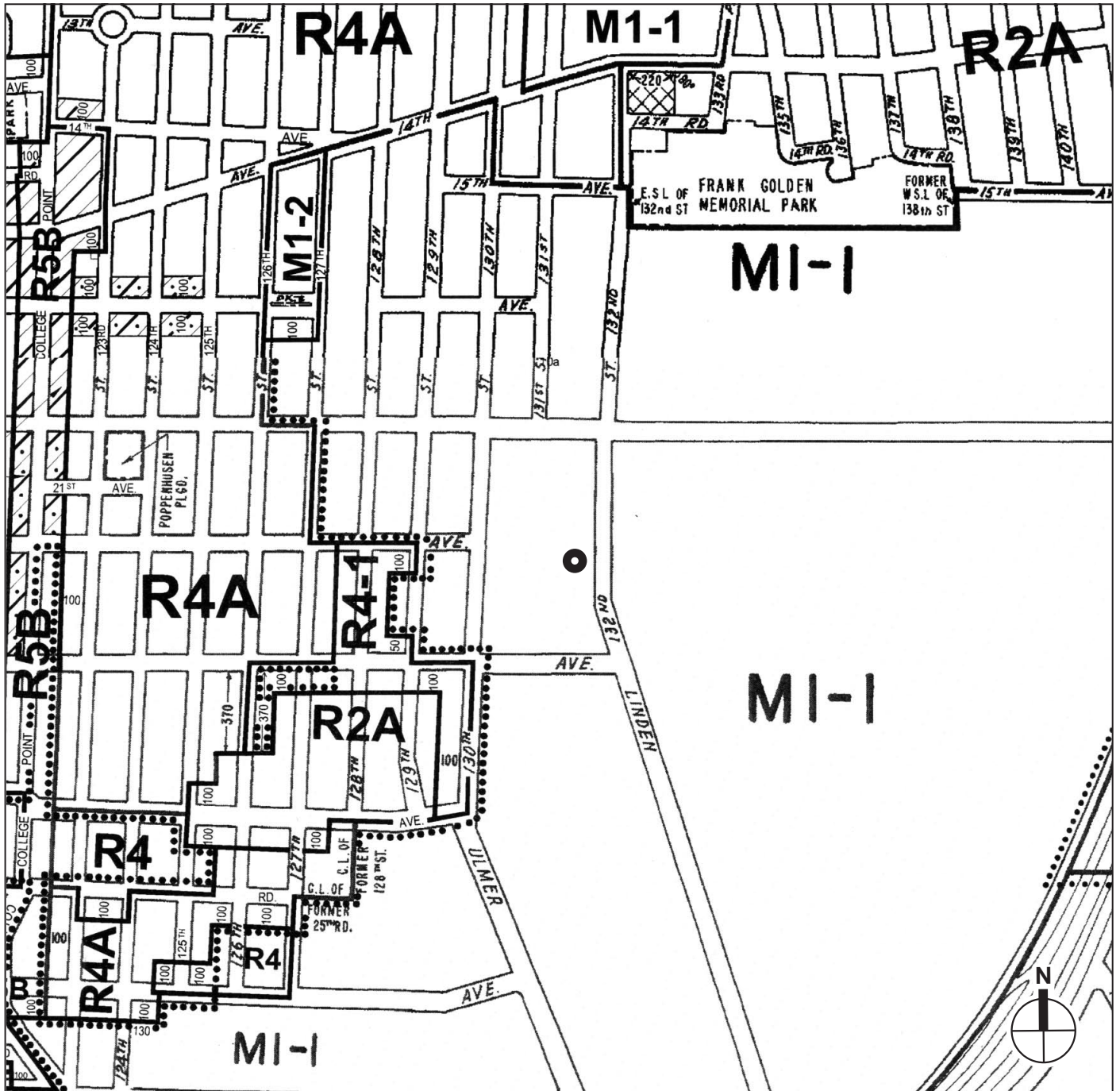
The site is located within the boundaries of the College Point II Urban Renewal Plan (URP). The Urban Renewal Area is generally bounded by 14th Road and 15th Avenue to the north, the Whitestone Expressway to the east, 31st Road to the south, and 130th Street, 127th Street, 120th Street and 122nd Street to the west. The relocation site is also located in the College Point Corporate Park, a 550-acre corporate park formed in 1969 under the URP. The park was created to improve largely vacant land and attract investment in the College Point area by local and international companies. The park contains approximately 175 businesses and employs around 5,500 people. Notable industrial businesses include *The New York Times* printing and distribution plant; Judlau, a construction contracting company; Crystal Windows, a manufacturer of windows and doors; Ares Printing and Packaging, a printing and distribution company; and Graphic Communication Center, another printing and distribution company. Also within the park are the North American headquarters for Skanska (a Swedish construction company) and several big box retailers.





The use of the relocation site for industrial recycling, wholesaling and distribution and for auto-related uses would be in keeping with existing land uses and would be permitted by current zoning in the M1-1 zoning district. Overall, the relocation of two businesses to the site would not be expected to result in significant adverse impacts to land use, zoning, or public policy.

SOCIOECONOMIC CONDITIONS

According to the *New York City Environmental Quality Review (CEQR) Technical Manual*, a socioeconomic assessment should be conducted if a proposed project may reasonably be expected to create substantial socioeconomic changes within the area affected by the action that would not occur in the absence of the action. Residential development of 200 units or fewer or commercial development of 200,000 square feet or less would typically not result in significant socioeconomic impacts.

With the proposed relocation of an industrial recycling, wholesale and distribution operation, and an auto-related use, there would be no displacement of any residential populations,



-  Potential Relocation Site
-  C1-2 Overlay
-  C1-3 Overlay
-  C2-3 Overlay

0 400 FEET
SCALE

Figure 28-1
Potential Relocation Site—
Zoning

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businesses, or employees. The businesses would collectively include less than 200,000 square feet of space. There would not be a substantial change in the surrounding neighborhood's overall character, and no change in market-rate rents in the surrounding neighborhood. Overall, there would not be a significant adverse impact on the socioeconomic character of the community surrounding the site.

COMMUNITY FACILITIES AND SERVICES

The potential relocation of two businesses would not involve the development of any residential units. As such, no further analysis is required and the proposed action would not result in any significant adverse impacts to community facilities and services.

OPEN SPACE

The *CEQR Technical Manual's* threshold for a detailed analysis of open space is an expected population increase of 200 or more residents or 500 or more employees. The relocation of an industrial recycling, wholesale and distribution operation, and an auto-related use would not result in any residential development and would result in far less than 500 employees (less than 15 full-time equivalent employees are expected based on these businesses current operations). Therefore, there would not be a significant adverse impact to open space and no further analysis is necessary.

SHADOWS

As described above, two one-story buildings would be constructed to accommodate the two businesses. These buildings would not include any new structures 50 feet or greater in height. The site is not immediately adjacent to a park, historic resource or important natural feature. Therefore, according to the guidelines of the *CEQR Technical Manual*, a detailed analysis is not required and there would not be a significant adverse shadow impact.

HISTORIC RESOURCES

The New York City Landmarks Preservation Commission (LPC) has determined that the relocation site is not sensitive for potential archaeological resources. Therefore, any work on the site would not have any effect on archaeology and there would not be a significant adverse impact.

Study areas for architectural resources are determined based on the area of potential effects for construction-period impacts, such as ground-borne vibrations, and on the area of potential effects for visual or contextual effects. There are no architectural resources on the site or in a 400-foot radius from the site. Therefore, the proposed relocation of two businesses to the site would have no adverse direct or indirect impacts on architectural resources.

URBAN DESIGN AND VISUAL RESOURCES

The site is located in a mixed-use context within College Point that includes distribution, manufacturing, residential, and other uses. There are no visual resources on the site or in the surrounding area. There would be no significant impacts to the urban design of the site itself or the surrounding area. The proposed use would generally be in keeping with the surrounding area, and significant adverse impacts on urban design or visual resources are not anticipated.

NEIGHBORHOOD CHARACTER

The proposed use would be consistent with the existing neighborhood character, where warehouses, manufacturing, and other uses coexist. The proposed uses would be consistent with those permitted under zoning. The proposed relocation of the two businesses would not result in any significant adverse impacts to land use, traffic, noise, air quality, or any of the other elements that contribute to neighborhood character. Therefore, there would not be a significant adverse impact to neighborhood character.

NATURAL RESOURCES

A natural resources assessment is conducted when a natural resource is present on or near a site and when an action involves the disturbance of that resource. The *CEQR Technical Manual* defines natural resources as water resources, including surface water bodies and groundwater; wetland resources, including freshwater and tidal wetlands; upland resources, including beaches, dunes, and bluffs, thickets, grasslands, meadows and old fields, woodlands and forests, and gardens and other ornamental landscaping; and built resources, including piers and other waterfront structures. A small area (estimated to be less than 4,000 square feet) on the eastern portion of the relocation site is part of a larger mapped freshwater wetland. A final site plan for the new buildings has not been completed. In the event that development occurs in the mapped wetland or adjacent area, a permit will be needed from NYSDEC and potentially the U.S. Army Corps of Engineers. Such permitting process would involve a separate environmental review. If any wetland filling should occur, mitigation would be provided in the former Flushing Airport area as part of the Flushing Airport Wetlands Restoration Project.

HAZARDOUS MATERIALS

A Phase I Environmental Site Assessment (ESA) was prepared for the site in 2007 by TRC Environmental Corporation to determine the potential for hazardous materials conditions, including any past uses, recorded spills, the potential for asbestos-containing materials, and other relevant information. According to the Phase I ESA, fill was placed on what was previously open water or wetlands; as a result, the generation of methane and related potential vapor intrusion represents a recognized environmental condition for on-site development.

The Phase I ESA made the following recommendations with respect to environmental concerns:

- If underground or aboveground structures or subsurface excavations are planned as part of the site development, a soil gas study should be conducted on the site to assess the presence and nature of methane vapors (an explosion or toxic byproduct gas hazard) associated with the historic filling of this area.
- If future development requires the disturbance and/or off-site disposal of on-site soils or fill, they should be appropriately characterized and managed in accordance with applicable local, state and federal regulations and guidelines.
- A limited amount of construction debris and litter was observed on the Site (i.e., steel I-beams, concrete, tires, wood planks, a shopping cart, plastic bottles) during the site reconnaissance. These materials should be collected and disposed of or recycled in accordance with local and state regulations.

As part of its contract to sell the relocation site and/or as part of deed restrictions on the property, the City will include language that identifies measures to be undertaken prior to

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construction on the site, including, if appropriate, a soil gas study to determine the presence of methane vapors. Work would be conducted in accordance with a Remedial Action Plan (RAP) approved by the New York City Department of Environmental Protection (DEP) and, if applicable, NYSDEC, and would include a Health and Safety Plan (HASP). The HASP would detail measures to reduce the potential for exposure (e.g., dust control) and measures to identify and manage known contamination and unexpectedly encountered contamination. With these measures in place, it is expected that there would not be any significant adverse impacts from hazardous materials.

WATERFRONT REVITALIZATION PROGRAM

The relocation site is located within the coastal zone. The City's policy is to review a project's consistency with the waterfront revitalization program (WRP) policies if a proposed project is located within a coastal zone area. A Coastal Assessment Form has been prepared that evaluates consistency with New York City Coastal Zone policies and it has been determined that the anticipated uses on the relocation site would generally be consistent with the WRP. The Coastal Assessment Form is attached as Appendix D.

INFRASTRUCTURE

The use of the relocation site by an industrial recycling, wholesale and distribution operation, and an auto-related use would not result in an exceptionally large demand for water, nor would it generate unusually large sanitary or stormwater flows. Therefore, it would not result in any significant adverse impacts to infrastructure, and no further analysis is necessary.

SOLID WASTE AND SANITATION SERVICES

In accordance with the *CEQR Technical Manual*, which states that actions involving construction of housing or other development generally do not require evaluation of solid waste and sanitation impacts unless they are unusually large, a detailed assessment of solid waste and sanitation services is not warranted. The businesses proposed for relocation are fairly modest in size and will not have a noticeable effect on public solid waste and sanitation services. Any solid waste generated would be handled by commercial haulers. Overall, no significant adverse solid waste and sanitation services impacts are anticipated.

ENERGY

The proposed relocation of these businesses would not result in a substantial demand for energy. According to the *CEQR Technical Manual*, detailed assessments of energy impacts are limited to those actions that would significantly affect the transmission or generation of energy or that generate substantial indirect consumption of energy. The amount of energy that would be consumed by the two businesses would not be significant and would not place excessive burdens on the infrastructure used in the provision of energy. A detailed assessment of energy is not warranted, and there would not be any significant adverse impacts related to energy.

TRAFFIC AND PARKING

Based on the businesses' existing operations in Willets Point, the proposed relocation of an industrial recycling, wholesale and distribution operation, and an auto-related use would not result in more than 50 peak hour vehicle trips, the threshold for additional analysis set forth in the *CEQR Technical Manual*. Together, the two businesses would have less than 15 full-time

employees and are not expected to result in a significant amount of vehicle trips through area intersections. One business has three vehicles and no customers visiting its site. For the other business, material is picked up and delivered to the site two to three times per day in pickup trucks, while larger trailers make pickups once or twice per week. Overall, the two businesses collectively would not generate more than 50 peak hour vehicle trips, and no further analysis is necessary.

TRANSIT AND PEDESTRIANS

Transit and pedestrian analyses determine whether a proposed action can be expected to have a significant impact on public transportation facilities and services and on pedestrian flows. Together, the two businesses would have less than 15 full-time employees. Most or all access to the site is expected to be in private vehicles and trucks. Thus, the occupation of the relocation site by an industrial recycling, wholesale and distribution operation, and an auto-related use would not meet or exceed the thresholds established in the *CEQR Technical Manual*. Therefore, there would not be any significant adverse impacts to transit or pedestrian conditions.

AIR QUALITY

The proposed reuse of the site is not expected to notably alter traffic conditions. The maximum hourly incremental traffic would not exceed the *CEQR Technical Manual* air quality screening threshold of 100 peak hour vehicle trips. Since the proposed businesses would result in fewer than 100 new peak hour vehicle trips at nearby intersections in the study area, a quantified assessment of on-street mobile source emissions is not warranted. The primary source of emissions would likely be from fossil fuel-fired heating and hot water systems.

The primary pollutant of concern when burning natural gas is nitrogen dioxide, and when burning oil, sulfur dioxide. Section 3Q of the *CEQR Technical Manual* provides a screening methodology to determine the need for detailed analysis of the effects of a project's heating, ventilation, and air conditioning (HVAC) system on other buildings nearby. The nearest distance to a building of a similar or greater height with elevated receptors associated with a sensitive use was determined to be beyond 400 feet; therefore, this distance was chosen for the analysis in accordance with the guidance provided in the *CEQR Technical Manual*. The combined development space for both businesses is anticipated to be 14,000 square feet. Burning either fuel would not result in any significant stationary source air quality impact, since the proposed development on this site is below the maximum permitted size shown in Figure 3Q-3 on the *CEQR Technical Manual*. Therefore, the proposed reuse of the site would not result in any potential significant adverse air quality impacts.

NOISE

A noise analysis is appropriate if a project would generate any mobile or stationary sources of noise or would occur in an area with high ambient noise levels. According to the *CEQR Technical Manual*, a doubling of traffic volumes over existing levels (in terms of passenger car equivalents, or PCEs) is the increase that would result in a perceptible change to mobile-source noise levels. Since there would not be a doubling of PCEs, there would not be a noticeable change in noise levels due to project-generated traffic. The proposed operations are not expected to result in unusually high operating noise levels and would not result in sensitive uses in an area with existing high noise levels. Overall, there would not be a significant adverse noise impact, and no further analysis is necessary.

CONSTRUCTION IMPACTS

As described above, work will be needed on the site in order to accommodate the two businesses proposed for relocation. This is expected to include regrading and construction of one-story buildings and access/driveway points. Construction would result in temporary disruptions to the surrounding community, such as occasional noise and dust. These effects would be short-term and would not be considered significant. The project would be required to comply with applicable control measures for construction noise. Construction noise is regulated by the New York City Noise Control Code and by noise emission standards for construction equipment issued by the U.S. Environmental Protection Agency. These local and federal requirements mandate that certain classifications of construction equipment and motor vehicles meet specified noise standards; that, except under exceptional circumstances, construction activities be limited to weekdays between the hours of 7 AM and 6 PM; and that construction material be handled and transported in such a manner as to not create unnecessary noise.

PUBLIC HEALTH

As described above, the proposed relocation of the two businesses would not result in significant adverse impacts to air quality or noise. The proposed plan would not involve solid waste management practices that would attract vermin or pest populations. Hazardous materials conditions, if any, will be handled in accordance with applicable regulations to ensure that no potential effects on public health would occur.

SITE 2—QUEENS BLOCK 4317, LOTS 1 AND 20

A second potential relocation site has been identified at 122nd Street and 29th Avenue in College Point, Queens. It is expected that this 45,750-square-foot site (Block 4317, Lots 1 and 2) would be occupied by a wholesaler and dealer in used auto parts. Currently, there is an asphalt manufacturing plant on the site that is expected to move and consolidate with the rest of that company's operations on a neighboring property.

To accommodate the relocated business, it is expected that an approximately 8,000-square-foot, one-story building would be constructed to house office space and another structure would be built for parts storage. Access to the site would likely be provided from 29th Avenue.

LAND USE, ZONING, AND PUBLIC POLICY

The site is zoned M1-1, and there are a number of storage, distribution, and other light industrial uses in the area. There are also residential uses to the north of the site, directly across 28th Avenue and approximately 250 feet to the west, on the west side of 120th Street. As shown in Figure 28-2, the area surrounding the site is zoned primarily M1-1, M3-1, R4 and R5-B. This relocation site is located within the boundaries of the College Point II URP and within the College Point Corporate Park.

The use of the relocation site for a wholesaler and dealer in used auto parts would be in keeping with the mix of existing land uses found in the area and would be permitted by current zoning in the M1-1 zoning district. Overall, the relocation of this business to the site would not be expected to result in significant adverse impacts to land use, zoning, or public policy.

SOCIOECONOMIC CONDITIONS

As described above, according to the *CEQR Technical Manual*, a socioeconomic assessment should be conducted if a proposed project may reasonably be expected to create substantial socioeconomic changes. With the proposed relocation of a wholesaler and dealer in used auto parts to the site, there would be no displacement of any residential populations, businesses, or employees, and the business would include less than 200,000 square feet of space. There would not be a substantial change in the surrounding neighborhood's overall character, and no change in market-rate rents in the surrounding neighborhood. Overall, there would not be a significant adverse impact on the socioeconomic character of the community surrounding the site.

COMMUNITY FACILITIES AND SERVICES

The potential relocation of a business to the site would not involve the development of any residential units. As such, no further analysis is required and the proposed action would not result in any significant adverse impacts to community facilities and services.

OPEN SPACE

The *CEQR Technical Manual's* threshold for a detailed analysis of open space is an expected population increase of 200 or more residents or 500 or more employees. The relocation of a wholesaler and dealer in used auto parts would not result in any residential development and would result in far less than 500 employees (based on the business's current operations, there are expected to be approximately 10 full-time employees). Therefore, there would not be a significant adverse impact to open space and no further analysis is necessary.

SHADOWS

As described above, a small one-story office building would be constructed to accommodate the relocated business. There would also be a storage building for auto parts. Neither of these buildings is expected to be 50 feet or greater in height and would not be immediately adjacent to a park, historic resource or important natural feature. Therefore, according to the guidelines of the *CEQR Technical Manual*, a detailed analysis is not required and there would not be a significant adverse shadow impact.

HISTORIC RESOURCES

LPC has determined that the relocation site is not sensitive for potential archaeological resources. Therefore, any work on the site would not have any effect on archaeology and there would not be a significant adverse impact.

Study areas for architectural resources are determined based on the area of potential effects for construction-period impacts, such as ground-borne vibrations, and on the area of potential effects for visual or contextual effects. There are no architectural resources on the site or in a 400-foot radius from the site. As there are no architectural resources on the site or in the surrounding area, the proposed relocation of the business to the site would have no adverse direct or indirect impacts on architectural resources.

URBAN DESIGN AND VISUAL RESOURCES

The site is located in a mixed-use context within College Point that includes distribution, manufacturing, residential, and other uses. There are no visual resources on the site or in the

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surrounding area. There would be no significant impacts to the urban design of the site itself or the surrounding area. The proposed use would generally be in keeping with the surrounding area, and significant adverse impacts on urban design or visual resources are not anticipated.

NEIGHBORHOOD CHARACTER

The proposed use would be consistent with the existing neighborhood character, where industrial buildings, storage facilities, residences, and other uses are all found. The proposed use would be consistent with those permitted under zoning and in keeping with the mixed-use character of the area. The proposed relocation of a wholesaler and dealer in used auto parts would not result in any significant adverse impacts to land use, traffic, noise, air quality, or any of the other elements that contribute to neighborhood character. Therefore, there would not be a significant adverse impact to neighborhood character.

NATURAL RESOURCES

As described above, a natural resources assessment is conducted when a natural resource is present on or near a site and when a proposed project involves the disturbance of that resource. The relocation site is located in a well-developed light industrial and residential part of Queens, and there are no natural resources on or adjacent to the site. Therefore, the proposed action would not result in significant adverse impacts to natural resources, and no further analysis is required.

HAZARDOUS MATERIALS

Environmental conditions at the project site were evaluated in a 1998 Phase I Environmental Site Assessment (ESA) and an Investigation Summary Report dated January 2005. Past uses of the property included carting operations and automotive maintenance activities. Several petroleum aboveground and underground storage tanks were present, and diesel, gasoline, lubricants, hydraulic oils, and solvents were commonly used on-site. Reportedly, all underground storage tanks have been removed from the property.

According to the Investigation Summary Report, petroleum-contaminated soil was discovered during the closure of six underground storage tanks, and approximately 175 cubic yards of petroleum-contaminated soil were excavated during the tank closure activities. A spill was reported (Spill No. 98-11754) to NYSDEC. Numerous soil and groundwater investigations were conducted to ascertain subsurface conditions and determine the extent of contamination from the petroleum spill. The investigations included the advancement of soil borings, the installation of groundwater monitoring wells, and the collection of soil and groundwater samples for laboratory analysis. Petroleum-contamination was detected in both soil and groundwater and remedial actions were implemented, including the active pumping of contaminated groundwater from monitoring wells and the installation of passive skimmers to collect petroleum from the groundwater table.

An investigation was conducted in 2004 to facilitate the regulatory closure of the active spill. Elevated levels of contaminants detected in soil samples were attributed to the urban fill at the site; no further investigation or remediation of soil was recommended. Concentrations of petroleum-related compounds above regulatory criteria were detected in the groundwater in the area of the former six underground storage tanks and an active remedial action was recommended. Reportedly, the site was the subject of a Brownfield Cleanup Program (BCP)

application to address the residual groundwater contamination the site; however, no information regarding its acceptance into the program was available.

As part of its contract to sell the relocation site and/or as part of deed restrictions on the property, the City will include language that identifies measures to be undertaken prior to construction on the site. Work would be conducted in accordance with a RAP approved by DEP and, if applicable, NYSDEC, and would include a HASP. The HASP would detail measures to reduce the potential for exposure (e.g., dust control) and measures to identify and manage known contamination and unexpectedly encountered contamination. With these measures in place, it is expected that there would not be any significant adverse impacts from hazardous materials.

WATERFRONT REVITALIZATION PROGRAM

The relocation site is located within the coastal zone. The City's policy is to review a project's consistency with the WRP policies if a proposed project is located within a coastal zone area. A Coastal Assessment Form has been prepared that evaluates consistency with New York City Coastal Zone policies and it has been determined that the anticipated use on the relocation site would generally be consistent with the WRP. The Coastal Assessment Form is attached as Appendix D.

INFRASTRUCTURE

The use of the relocation site by a wholesaler and dealer in used auto parts would not result in an exceptionally large demand for water, nor would it generate unusually large sanitary or stormwater flows. Therefore, it would not result in any significant adverse impacts to infrastructure, and no further analysis is necessary.

SOLID WASTE AND SANITATION SERVICES

In accordance with the *CEQR Technical Manual*, which states that actions involving construction of housing or other development generally do not require evaluation of solid waste and sanitation impacts unless they are unusually large, a detailed assessment of solid waste and sanitation services is not warranted. The business proposed for relocation is fairly modest in size and will not have a noticeable effect on public solid waste and sanitation services. Any solid waste generated would be handled by commercial haulers. Overall, no significant adverse solid waste and sanitation services impacts are anticipated.

ENERGY

The proposed relocation of a wholesaler and dealer in used auto parts would not result in a substantial demand for energy. According to the *CEQR Technical Manual*, detailed assessments of energy impacts are limited to those actions that would significantly affect the transmission or generation of energy or that generate substantial indirect consumption of energy. The amount of energy that would be consumed would not be significant and would not place excessive burdens on the infrastructure used in the provision of energy. A detailed assessment of energy is not warranted, and there would not be any significant adverse impacts related to energy.

TRAFFIC AND PARKING

The *CEQR Technical Manual* specifies that if a proposed action would generate fewer than 50 peak hour vehicle trips, it is unlikely to result in significant adverse traffic and parking impacts,

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and detailed quantified analyses are not warranted. Based on existing operational information, the relocated business would operate Monday through Saturday from 8 AM to 5 PM. The approximately 10 employees would typically arrive before 8 AM and depart after 5 PM. Three or four times a week, there would be a delivery and large pick-ups of 4 to 7 cars between 7 AM and 8 AM. On any given day, the business would also generate approximately 75 customer visits. These trips would be spread out during normal business hours between 8 AM and 5 PM.

Based on the above trip-making characteristics, the relocation site would have the following vehicular trip generation:

- Based on the 2000 U.S. census data, the auto share of work trips to Willets Point is approximately 65 percent at a vehicle occupancy of 1.14. Assuming conservatively the auto share for employees at the relocation site to be 70 percent at a vehicle occupancy of 1.14, there would be no more than 7 worker vehicle trips during the 7-8 AM and 5-6 PM hours. Combined with one delivery and up to 7 pick-ups making arrival and departure trips between 7 AM and 8 AM, there would be a maximum of 23 vehicle trips during the hour before regular business hours.
- During normal business hours, the 75 customer visits, if assumed to be individually made via auto, would generate 150 daily vehicle trips. For the 9 hours of facility operation, there would be on average 17 vehicle trips generated by customer visits. Slightly higher visitation levels could occur during certain hours of the day.

The above demonstrates that the combined employee, delivery, and customer trips would not generate 50 or more vehicle trips during any hour. Therefore, there would not be a potential for any significant adverse traffic impact. In addition, since all or most of the site vehicle activities would be accommodated on site, there would not be a demand for the area's parking resources and a potential for any significant parking impacts.

TRANSIT AND PEDESTRIANS

Transit and pedestrian analyses determine whether a proposed action can be expected to have a significant impact on public transportation facilities and services and on pedestrian flows. Most or all access to the site is expected to be in private vehicles and trucks. Thus, the occupation of the relocation site by a wholesaler and dealer in used auto parts would not meet or exceed the thresholds established in the *CEQR Technical Manual*. Therefore, there would not be any significant adverse impacts to transit or pedestrian conditions.

AIR QUALITY

The proposed reuse of the site is not expected to notably alter traffic conditions. The maximum hourly incremental traffic would not exceed the *CEQR Technical Manual* air quality screening threshold of 100 peak hour vehicle trips. Since the proposed business would result in fewer than 100 new peak hour vehicle trips at nearby intersections in the study area, a quantified assessment of on-street mobile source emissions is not warranted. The primary source of on-site emissions would likely be from fossil fuel-fired heating and hot water systems.

The primary pollutant of concern when burning natural gas is nitrogen dioxide, and when burning oil, sulfur dioxide. Section 3Q of the *CEQR Technical Manual* provides a screening methodology to determine the need for detailed analysis of the effects of a project's heating, ventilation, and air conditioning (HVAC) system on other buildings nearby. The nearest distance to a building of a similar or greater height with elevated receptors associated with a sensitive use

was determined to be approximately 200 feet. The anticipated development space for the administration building was used, which is approximately 8,000 square feet (the auto parts storage building would not be heated). Burning either fuel would not result in any significant stationary source air quality impact, since the proposed development on this site is below the maximum permitted size shown in Figure 3Q-3 on the *CEQR Technical Manual*. Therefore, the proposed reuse of the site would not result in any potential significant adverse air quality impacts.

NOISE

A noise analysis is appropriate if a project would generate any mobile or stationary sources of noise or would occur in an area with high ambient noise levels. According to the *CEQR Technical Manual*, a doubling of traffic volumes over existing levels (in terms of passenger car equivalents, or PCEs) is the increase that would result in a perceptible change to mobile-source noise levels. Since there would not be a doubling of PCEs, there would not be a noticeable change in noise levels due to project-generated traffic. The proposed operations are not expected to result in unusually high operating noise levels and would not result in sensitive uses in an area with existing high noise levels. Overall, there would not be a significant adverse noise impact, and no further analysis is necessary.

CONSTRUCTION IMPACTS

As described above, work will be needed on the site in order to accommodate the business proposed for relocation. This is expected to include construction of a one-story office and another storage structure. Construction would result in temporary disruptions to the surrounding community, such as occasional noise and dust. These effects would be short-term and would not be considered significant. The project would be required to comply with applicable control measures for construction noise. Construction noise is regulated by the New York City Noise Control Code and by noise emission standards for construction equipment issued by the U.S. Environmental Protection Agency. These local and federal requirements mandate that certain classifications of construction equipment and motor vehicles meet specified noise standards; that, except under exceptional circumstances, construction activities be limited to weekdays between the hours of 7 AM and 6 PM; and that construction material be handled and transported in such a manner as to not create unnecessary noise. Hazardous materials, if any, will be handled and disposed of in accordance with all applicable regulations.

PUBLIC HEALTH

As described above, the proposed relocation of the auto parts wholesaler and dealer would not result in significant adverse impacts to air quality or noise. The proposed plan would not involve solid waste management practices that would attract vermin or pest populations. If it is determined upon further investigation that any hazardous materials conditions are present on the site, measures will be established to ensure that no hazardous materials impacts—including potential effects on public health—would occur. *