THE CITY OF NEW YORK
OFFICE OF THE MAYOR
NEW YORK, NY 10007

NOTICE OF COMPLETION
of the
DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT
WILLETS POINT DEVELOPMENT PROJECT

Lead Agency:	Office of the Deputy Mayor for Economic Development 100 Gold Street, 2nd Floor New York, NY 10038
CEQR Number:	07DME014Q
SEQR Classification:	Type I
Date Issued:	March 15, 2013
Location:	Willets Point / CitiField Parking Lots Borough of Queens The Willets Point portion of the site (east of 126th Street) is located within Community District 7; the remainder of the project site comprising CitiField parking lots is mapped parkland and lies outside community district boundaries.

Pursuant to City Environmental Quality Review, Mayoral Executive Order 91 of 1977, as amended, and the City Environmental Quality Review Rules of Procedure found at Title 62, Chapter 5 of the Rules of the City of New York (CEQR), and the State Environmental Quality Review Act, Article 8 of the State Environmental Conservation Law and its implementing regulations found in Part 617 of 6 NYCRR (SEQRA), a Draft Supplemental Environmental Impact Statement (DSEIS) has been prepared for the actions described below and is available for public inspection at the offices listed on the last page of this notice.

In accordance with SEQRA/CEQR, on August 28, 2012, the Office of the Deputy Mayor for Economic Development (ODMED) issued a Positive Declaration that the proposed project could have the potential to result in significant adverse impacts and, therefore, directed that a DSEIS be prepared. The Environmental Assessment Statement and Draft Scope of Work were made available for public comment. To provide a forum for public comments on the Draft Scope of Work, a public scoping meeting was held on September

27, 2012 at P.S. 19 Marino Jeantet School at 98-02 Roosevelt Avenue, Queens, NY to accept oral comments, and written comments were accepted until October 26, 2012.

The Final Scope of Work was issued on March 11, 2013 and reflects analyses determined to be appropriate for inclusion in the SEIS.

A public hearing on the DSEIS will be held at a later date to be announced. Advance notice will be given of the time and place of the hearing. Written comments on the DSEIS are requested and will be received and considered by the Lead Agency until the tenth calendar day following the close of the public hearing. Subsequent notice will be given as to the time and place of the public hearing and the close of the public comment period.

1. PROJECT DESCRIPTION

SITE DESCRIPTION

The project site is composed of three discrete areas roughly bounded by Shea Road and Northern Boulevard to the north, the Van Wyck Expressway to the east, Roosevelt Avenue and the Metropolitan Transportation Authority (MTA) Corona Rail Yard to the south, and Shea Road to the west. The "Willets Point" portion of the project site (the Special Willets Point District) comprises approximately 61.4 acres, approximately 15.8 acres of which are within public street rights-of-way, approximately 0.6 acres of which are owned by the MTA, and the remainder of which is a mix of privately owned land and land owned by the City. The Willets Point area comprises 128 tax lots and one partial lot (Block 1833, Lot 1) located on 14 blocks. Since the Final Generic Environmental Impact Statement (FGEIS) was completed in 2008, the City has acquired, or is in contract to purchase, 95 percent of the land area within the proposed Phase 1A/1B footprint (Assemblage Option 2) in the Special Willets Point District, and has control of 4 lots in the remainder of the Special Willets Point District.

The "Willets West" portion of the project site is mapped parkland that comprises an approximately 30.7-acre section of the surface parking field west of CitiField. This area comprises a portion of Block 1787, Lot 20. The "Roosevelt Avenue" portions of the project site comprise three CitiField-related surface parking lots (South Lot and Lots B and D) along Roosevelt Avenue south and southwest of CitiField. The Lot B parking lot, which comprises a portion of Block 1787, Lot 20, is approximately 4.7 acres in size; the South Lot and Lot D parking lot, which comprise a portion of Block 2018, Lot 1500, are together approximately 12.1 acres in size. Lot D and South Lot are used for commuter parking and United States Tennis Association (USTA) National Tennis Center (NTC) events when baseball games are not in progress.

In total, the project site comprises approximately 108.9 acres.

GOALS AND OBJECTIVES

The proposed project is intended to remediate and transform the area surrounding CitiField, which is largely separated from adjoining neighborhoods by major highways, into a thriving new neighborhood and regional destination. The project would expand on the goals and objectives of the original (2008) Willets Point Development Plan. By providing development that spans both sides of the new CitiField, the proposed project would allow for a more comprehensive and continuous neighborhood linking Flushing and Corona. The environmental degradation of the Special Willets Point District would be remediated. The commercial components of the proposed project would provide jobs and create new retail, hotel and entertainment uses that would complement the adjacent sports venue and strengthen economic activity in the neighborhood, borough, and City. The substantial residential component (which includes affordable housing units) would accommodate a portion of the City's current and future housing needs. The new structures and open spaces are intended to create an active streetscape that includes retail uses as part of a diverse mixed-use program, enhancing the pedestrian experience.

PROPOSED PROJECT

The proposed project would redevelop the Willets Point/CitiField area with a mix of uses that is expected to be completed by 2032. The redevelopment would incorporate a development in the Special Willets Point District substantially as anticipated and analyzed in the 2008 FGEIS and subsequent technical memoranda, as well as a major entertainment/retail component and parking adjacent to CitiField. Changes to the development analyzed here versus that analyzed in the 2008 FGEIS include an increase in the overall amount of retail development from 1.7 million square feet to 2.65 million square feet. This increase results from the 1.4 million gross square foot (1 million leasable square foot) of development at Willets West combined with a concurrent reduction in the overall amount of retail in the Special Willets Point District from 1.7 million square feet to 1.25 million square feet. The DSEIS also assumes 5.85 million gross square feet of residential development to match the highest amount of residential development analyzed in the 2008 FGEIS (in the No Convention Center Scenario), and a 230,000-square-foot school rather than the 2008 FGEIS's 130,000-square-foot school to accommodate a greater amount of the project's potential school seat demand.

The project is anticipated to proceed in three continuous phases, as follows.

PHASE 1A

The first phase of the project would commence with the remediation and development of an approximately 23-acre portion of the Special Willets Point District and the development of "Willets West" on the existing parking lot west of CitiField. The 23-acre portion of the District would be remediated to address any hazardous materials issues. Upon completion of the environmental remediation, a 200-room hotel and associated parking, and approximately 30,000 square feet of retail space would be constructed above the floodplain along the east side of 126th Street, activating the 126th Street corridor—according to the District's regulations—with a 20-foot-wide public esplanade. A 2,750-space surface parking area would be developed east of the retail and hotel uses. The parking area would be converted to active recreational use a minimum of 6 months per year. This interim parking/recreational area would be replaced by permanent development in Phase 1B, as described below.

In tandem with the development of the parking area, "Willets West"—an entertainment and retail center of approximately 1.4 million gross square feet (approximately one million square feet of gross leasable area)—would be developed on a portion of the surface parking lot west of CitiField. This entertainment and retail center, which would be developed on mapped parkland as authorized by statute, would allow for more comprehensive transit-oriented development around the Mets/Willets Point stops on the No. 7 train and Long Island Rail Road and would support the economic development of the area. The complex could include over 200 retail stores, including anchor and "mini" anchor retailers, as well as movie theaters, restaurant and food hall spaces, and entertainment venues. Surface parking and a parking structure also would be developed in this location, including 2,500 new spaces for the entertainment/retail center and 400 spaces of replacement parking for use by the Mets. It is anticipated that the Willets West development, by building a critical mass of uses, would create a new destination that would serve as a catalyst for the subsequent build-out of the Willets Point area. In addition, the westernmost CitiField surface parking lot south of Roosevelt Avenue (a portion of the South Lot) would be redeveloped as a structured parking facility, to replace a portion of the CitiField parking spaces formerly located on the Willets West site. Phase 1A is expected to be completed in 2018.

PHASE 1B

In the next phase of the project, the interim surface parking lot/recreational space created during Phase 1A within the Special Willets Point District would be developed, transforming this formerly contaminated area into a new neighborhood. Consistent with the goals and objectives of the Willets Point Development Plan, Phase 1B of the proposed project would create more development on the east side of 126th Street, featuring a more active, attractive streetscape, providing new jobs, and complementing the adjacent CitiField. In addition, the new development would complement the new Willets West development created in Phase 1A.

The residential units to be developed in this phase (which include affordable housing units) would accommodate a portion of the City's current and future housing needs, and the proposed school would address the project-generated school seat demand.

The program for this development would include approximately 4.23 million square feet (sf) of development: 2.49 million sf of residential use (2,490 units, 872 of which would be affordable), 875,000 sf of retail use, 500,000 sf of office use, approximately 235,000 sf of hotel use (290 rooms), 25,000 sf of community facility use, and a 105,000 sf public school, along with parking and more than six acres of new public open space. This development is anticipated to be developed block by block, substantially as envisioned in the Willets Point Development Plan. In addition, new structured parking facilities would be constructed on portions of the CitiField leasehold along Roosevelt Avenue (South Lot and Lot D) to replace the 2,750 CitiField parking spaces formerly located within the Special Willets Point District. The 75 accessory parking spaces created in Phase 1A for the hotel would remain in the District.

Construction of the new Van Wyck Expressway access ramps—which was anticipated in the 2008 FGEIS and for which the City has received approval from the Federal Highway Administration—is slated to be completed in 2024. Construction of the Phase 1B program is anticipated to take four years; however, the buildings within the District are not expected to be occupied until after the ramp improvements have been completed. The ramps would be operational prior to the occupancy of the Phase 1B buildings. Phase 1B is expected to be completed in 2028.

PHASE 2

In Phase 2, the remainder of the Special Willets Point District would be built out substantially as described in the 2008 FGEIS. Upon completion of Phase 2, the full build-out of the District is anticipated to total approximately 8.94 million square feet of development, including: up to 5.85 million sf of residential use (approximately 5,850 units, of which 2,048 would be affordable); up to 1.25 million sf of retail; approximately 500,000 sf of office; up to 400,000 sf of convention center use; up to 560,000 sf of hotel use (approximately 700 rooms); up to 150,000 sf of community facility use; approximately 230,000 sf of public school use; and a minimum of 8 acres of publicly-accessible open space. The number of proposed parking spaces within the District would be determined based on project-generated demand, but is anticipated to be no more than the 6,700 spaces identified in the 2008 FGEIS. Remediation of the portions of the District not already developed in Phases 1A and 1B is assumed to be completed prior to 2028. As with Phase 1B, Phase 2 is anticipated to be completed incrementally over four years, with full build-out expected to be completed by 2032. A developer for Phase 2 has not yet been selected. Phase 2 assumes a similar generic program to that analyzed in the 2008 FGEIS, while Phase 1A and Phase 1B have discrete programs and designs.

COMPARISON OF SEIS AND FGEIS

The actions requested to facilitate the proposed project would not change the maximum overall development of 8.94 million square feet permitted within the District. However, the proposed project would differ from the development analyzed in the 2008 FGEIS in that the FGEIS program did not include any development outside of the District and did not anticipate the use of the District for surface public parking and recreation. Accordingly, the SEIS analyzes 1.4 million square feet (1 million leasable square feet) of retail that would be developed at Willets West, the interim parking and recreational uses that would occur within the District, and the proposed parking garages at Willets West, the South Lot and Lot D. Given the retail development that would occur in Willets West, it is assumed that less destination retail would be developed within the District, so this SEIS analyzes 1.25 million square feet of retail within the District rather than 1.7 million square feet. Although the residential program and its projected population have not changed since the 2008 FGEIS (as analyzed in the No Convention Center Scenario), an increase of 100,000 square feet of school space is assumed in this DSEIS to reflect updated projections of increased school seat demand citywide and in Queens in particular.

The 2008 FGEIS analyzed a Staged Acquisition Alternative, in which the western portion of the District was assumed to be developed by 2013 and the remaining portion of the District would be built out by 2017. Technical Memoranda #3 and #4 also considered the phasing of development in the District over two

analysis years. In comparison, this SEIS analyzes the development of the proposed project over three analysis years (2018, 2028, and 2032).

PURPOSE AND NEED

As described above, the proposed project would remediate and transform the area surrounding CitiField. The proposed entertainment and retail destination of Willets West would complement the anticipated development within the District, and both would connect Flushing to the east with Corona to the west through the creation of a more continuous series of uses along Roosevelt Avenue stretching from east of the Flushing River to west of the Grand Central Parkway. Over 2,000 units of affordable housing would be developed to accommodate a portion of the City's current and future affordable housing needs. The project's retail components would capture spending that currently is lost to the surrounding suburbs, and would thereby strengthen economic activity in the neighborhood, borough, and City. The proposed project would represent a significant investment by the City to improve the infrastructure of the project area. Raising the District portion of the project site out of the floodplain would not only minimize the potential loss of life, structures, and natural resources caused by flooding and erosion, but would also protect the City's new infrastructure investment. Eliminating flooding within the District and improving the quality of the soil substrate on the site would also improve water quality in Flushing Bay.

DISCRETIONARY ACTIONS SUBJECT TO CEQR AND SEQRA

The proposed project would require multiple City and State approvals. These anticipated approvals may include:

- Zoning text amendment to ZR Section 124-60 to allow use modifications as part of a phased development within the Special Willets Point District;
- Special permit pursuant to ZR Section 124-60 to allow surface parking/open and enclosed privately operated recreation uses for Phase 1A within the Special Willets Point District;
- Modification of the existing lease for the CitiField property and adjacent parking properties;
- Mayoral and Queens Borough Board approval of the business terms pursuant to New York City Charter Section 384(b)(4);
- Approval by the New York City Industrial Development Agency (IDA) or other government agencies for the waiver of mortgage recording tax for property within the Special Willets Point District; and
- Minor modification of the previously approved changes to the City Map to modify the staging for the closure of City Streets. This modification would not result in the demapping of any additional City streets beyond those previously approved for demapping.

In addition to the discretionary approvals listed above, Public Design Commission approval also would be required for the Willets West development. Confirmation that all proposed buildings fall within the maximum Federal Aviation Administration (FAA) height limitations also would be sought from the FAA; however, no approval or permit to exceed such permitted heights is anticipated to be sought.

2. ANALYTICAL FRAMEWORK FOR ENVIRONMENTAL REVIEW

ANALYSIS APPROACH

Each chapter of the SEIS first summarizes the conclusions of the 2008 FGEIS and subsequent technical memoranda for that particular technical area. Then, the chapter assesses whether changes in the analysis years and background conditions, variations between the proposed project and the redevelopment assumed in the 2008 FGEIS, and new proposed actions could result in new or different significant adverse impacts than those disclosed in the 2008 FGEIS. Existing conditions are updated as necessary and presented. Next, the chapter projects changed existing conditions forward into the future without the proposed project, incorporating the most recent information available on known land-use proposals and, as appropriate, changes in anticipated overall growth. Finally, the future with the proposed project is described, the differences between the future without and with the proposed project are measured, and any significant adverse environmental impacts are disclosed. To the extent that specific discretionary actions or program

elements could potentially alter the conclusions in the 2008 FGEIS and subsequent technical memoranda, the SEIS focuses on evaluating the potential significant adverse impacts of those actions or elements. The SEIS also identifies and analyzes appropriate mitigation for any significant adverse environmental impacts.

While the 2008 FGEIS was prepared in accordance with the guidelines set forth in the 2001 *CEQR Technical Manual*, this SEIS addresses the updated guidance and analysis methodologies provided in the 2012 *CEQR Technical Manual*.

REASONABLE WORST-CASE DEVELOPMENT SCENARIO

The proposed program detailed above, along with the potential development analyzed in the 2008 FGEIS for Lot B, is analyzed as the reasonable worst-case development scenario (RWCDS) in the SEIS. It is currently anticipated that the assemblage of land within the Special Willets Point District for the Phase 1A and Phase 1B developments could take one of two forms. Both assemblage options would include Block 1823 (Lots 19, 20, 21, 23, 26, 28, 33, 40, 44, 47, 52, and 55), Block 1824, Block 1825, Block 1826, Block 1827, Block 1833 (Lots 117, 111, 103, 120, 141, 143, 151, 155, 158, and 172), and Block 1822, Lot 17. In addition to the land common to the two assemblage options, Assemblage Option 1 would include the remaining lots on Block 1823, that is Lots 1, 3, 5, 7, 12, 14, 58, 59, and 60. Assemblage Option 2 would not include the land specific to Assemblage Option 1, but would instead include Lots 9 and 18, on Block 1820. In either scenario, the assemblage would total approximately 23 acres. However, for the purposes of a conservative analysis, the SEIS assumes that all of the potential project site area, totaling 25 acres, would be utilized in Phase 1A and 1B development. For Phase 2, the SEIS assumes that all land comprising both assemblage options taken for Phases 1A and 1B has been developed.

The SEIS analyzes the potential development of parking, retail, and office uses on Lot B, a portion of the CitiField leasehold along Roosevelt Avenue. The 2008 FGEIS anticipated that if the Willets Point Development Plan were approved and the District were redeveloped into a new mixed-use community and regional destination, additional development could occur on this lot. Any such program for Lot B would require an amendment to the current lease agreement and discretionary approval by IDA, acting through the New York City Department of Parks and Recreation (DPR), which administers the IDA lease. This action would be the subject of a separate environmental review process subject to SEQRA and/or CEQR. This potential development is not part of the proposed program, and no specific development plans have been proposed; however, for the purposes of a conservative analysis, a conceptual program for Lot B will be analyzed as part of the RWCDS. The conceptual program to be analyzed is the same as proposed in the 2008 FGEIS: 184,500 sf of retail use and 280,000 sf of commercial use, which could include a one-story retail structure and a 10-story office building. The existing VIP/ADA parking spaces on Lot B are assumed to be replaced on site; accessory parking for the Lot B development is assumed to be included on Lot D, as analyzed in the 2008 FGEIS. For the purposes of the RWCDS, it is assumed that this development would be completed by 2032.

STUDY AREAS

Each technical study must address impacts within an appropriate geographical area. These "study areas" vary depending on the technical issue being addressed. In most cases, the study areas for the SEIS for impacts arising from the proposed project are different than those presented in the 2008 FGEIS because the geographic extent of the project site for the SEIS will extend west of West 126th Street.

FUTURE ANALYSIS YEAR AND BASELINE CONDITIONS

The analysis of the proposed project is performed for the expected year of completion of full build-out of the project, which is anticipated to be 2032. However, some project elements are anticipated for completion by 2018 and 2028, and those elements could result in significant adverse impacts prior to completion of the full development program. While the construction of the Phase 1B program is anticipated to take four years, the buildings within the Special Willets Point District are not expected to be constructed until the Van Wyck Expressway ramp improvements have been completed, which is slated to be in 2024. Therefore, three future baseline conditions are examined under the "future without the proposed project" in all technical chapters:

the 2018, 2028, and 2032 No Action scenarios. For the purposes of a conservative analysis, this SEIS assumes that the existing uses on the project site would be maintained in each of the three No Action scenarios.

3. PROBABLE IMPACTS OF THE PROPOSED PROJECT

LAND USE, ZONING, AND PUBLIC POLICY

Consistent with the 2008 FGEIS and subsequent technical memoranda, this analysis finds that the proposed project would not result in any significant adverse impacts to land use, zoning, or public policy.

As anticipated in the 2008 FGEIS, the proposed project would dramatically change land uses in the Special Willets Point District by replacing predominantly low-density, auto-related, and industrial uses with a new mixed-use neighborhood. The proposed project also would constitute a significant change for the Willets West portion of the project site by replacing a surface parking field with a new entertainment and retail center of approximately 1.4 million gross square feet (gsf) (approximately one million square feet (sf) of gross leasable area). New structured parking facilities would be built on the South Lot and Lot D to accommodate a portion of the parking for Mets patrons relocated from the Willets West surface parking field.

While the proposed project would result in significant land use changes on the project site, the effects of this change would not be adverse. The District would create a dynamic, sustainable community by integrating regional attractions and residential, retail, and other uses within a network of pedestrian-scaled streetscapes. The previously approved zoning regulations would continue to determine elements such as the placement of uses within the District, building heights and setbacks, street controls (i.e., mandatory intersections and street types), streetscape design, and basic site planning and design provisions. The Willets West portion of the project would create a regional entertainment and retail destination center that would support and be compatible with the new uses in the District as well as uses in the surrounding area.

Consistent with the 2008 FGEIS, the proposed project represents a critical step in implementing the 2004 Downtown Flushing Development Framework, a land use and economic planning strategy for the growth of Downtown Flushing, the Flushing waterfront, and adjacent areas. The District would be developed pursuant to the zoning regulations approved in 2008 as well as the proposed zoning text amendment, and the proposed project would advance a number of the Framework's fundamental goals, including the creation of a regional destination that would enhance economic growth in Downtown Flushing; improvement of environmental conditions; and integration of new development with surrounding amenities, including the Flushing Bay Promenade, CitiField, Flushing Meadows-Corona Park, and Downtown Flushing. The proposed project would be consistent with and vital to the advancement of several of the goals of PlaNYC, which aim to create a more sustainable New York by the year 2030. The proposed project would also be consistent with the coastal policies set forth in the New York City Waterfront Revitalization Program (WRP).

SOCIOECONOMIC CONDITIONS

Consistent with the 2008 FGEIS and subsequent technical memoranda, this analysis finds that the proposed project would not result in any significant adverse impacts to socioeconomic conditions. The following summarizes the conclusions for each of the six CEQR areas of socioeconomic concern.

DIRECT RESIDENTIAL DISPLACEMENT

The proposed project would result in the same direct residential displacement as identified in the 2008 FGEIS (one residential unit/household located in the District); there are no residential units located on the expanded portions of the project site. Therefore, the SEIS does not require further assessment of potential socioeconomic impacts due to direct residential displacement.

INDIRECT RESIDENTIAL DISPLACEMENT

A detailed analysis finds that the proposed project would not result in significant adverse impacts due to indirect residential displacement. The proposed project would develop more total residential units (5,850 vs.

5,500) and more affordable housing (35 percent of units) than analyzed in the indirect residential displacement analysis of the 2008 FGEIS, which considered the Convention Center Scenario. The increase in the affordable housing percentage was analyzed in the subsequent Technical Memorandum #2 (2008), and no significant adverse impacts were identified related to that change.

The increase in the number of residential units as analyzed in the SEIS does not alter the 2008 FGEIS finding that the District is geographically separated from the at-risk population, limiting its potential to influence surrounding residential trends. Residential markets within the study area are similar to the markets described in the 2008 FGEIS; as with the FGEIS, the SEIS finds that these geographically separated communities would experience upward rent pressure with or without the proposed project due to planned projects that are within their distinct residential markets. Similar to the 2008 FGEIS, the SEIS finds that although the population that would be introduced by the proposed project may include a larger proportion of households at higher incomes as compared with the existing study area population, the proposed project's 2,048 affordable housing units would ensure that a substantial portion of the new population would have incomes that would more closely reflect existing incomes in the study area.

DIRECT BUSINESS DISPLACEMENT

The proposed project would result in the same direct business displacement identified and analyzed in the 2008 FGEIS and subsequent technical memoranda, and market conditions are similar to those described in the 2008 FGEIS; there are no businesses located in the expanded portions of the project site.[1] Therefore, the SEIS does not require further assessment of potential socioeconomic impacts due to direct business displacement.

The 2008 FGEIS found that the Willets Point Development Plan would displace approximately 260 businesses and 1,711 employees associated with those businesses. As of December 2012, there were an estimated 220 businesses and 1,353 employees still located within the District portion of the project site. A vast majority of the remaining businesses (193 businesses, or 88 percent) are auto-related, but those businesses employ only 53 percent of the remaining employees. The remainder of the employees works in the 27 non-auto-related businesses.

While the timeline for the displacement of any individual business varies depending on its business plans and relocation efforts, overall it is anticipated that by the 2018 Build year all of the 122 remaining businesses currently located in the Phase 1A/Phase 1B portion of the project site would be displaced to accommodate development of Phase 1A. The 98 remaining business located in the Phase 2 portion of the project site would be displaced by the 2028 Build year.

EDC has contracted with Cornerstone Group, a business relocation expert, to provide relocation assistance and advisory services to impacted businesses in Willets Point. Cornerstone Group has been engaged in outreach to tenant businesses since January 2008 and commenced its most recent round of outreach to affected Willets Point businesses on City-owned property in September 2012. They have already identified several potential relocation sites and will continue to work with business to provide relocation assistance.

EDC retained LaGuardia Community College (LAGCC) to develop a Workforce Assistance Plan for District workers who are directly displaced by the project. The program provides displaced workers with services such as job training and job placement services, ESL and GED coursework, and additional social services. To date, there have been over 600 program participants and the program is ongoing.

INDIRECT BUSINESS DISPLACEMENT DUE TO INCREASED RENTS

The proposed project would introduce approximately 1.4 million gsf (1.0 million sf of leasable area) of entertainment and retail uses as part of Willets West, which was not analyzed in the 2008 FGEIS. The SEIS

[1] Any businesses locating in the District since the 2008 FGEIS have voluntarily done so knowing that they could be displaced; therefore, they do not meet the CEQR definition of direct business displacement, which is the involuntary displacement of businesses from a project site.

preliminary assessment finds that these additional commercial and entertainment uses would not introduce trends that are substantially different from those identified in the 2008 FGEIS, and would not result in significant indirect business displacement due to increased rents.

While the proposed project's uses would be a substantial addition to the ¾-mile study area, they would not be new types of uses within the study area, and therefore would not introduce a new trend that could substantially alter economic patterns. The study area is already experiencing a trend toward increased retail and residential development. The proposed project's additional retail would serve existing residents, and would accommodate future consumer demand introduced by residents of planned developments and the proposed project. The uses, residents, and workers introduced by the proposed project represent a continuation of existing trends, rather than a new trend that would place upward pressure on office rents in the study area. Similarly, there are already destinations in the study area that offer entertainment and/or recreational opportunities, including Flushing Bay Promenade, CitiField, USTA National Tennis Center, Flushing Meadows-Corona Park, College Point Multiplex Theater, and Downtown Flushing.

INDIRECT BUSINESS DISPLACEMENT DUE TO RETAIL MARKET SATURATION

The proposed project would introduce approximately 1.4 million gsf (1.0 million sf of leasable area) of entertainment and retail uses as part of Willets West, which was not analyzed in the 2008 FGEIS. Similar to the 2008 FGEIS, the SEIS analysis finds that the proposed project, including these additional proposed retail uses, would not substantially raise retail market capture rates within a 5-mile Primary Trade Area and, therefore, would not have the potential to adversely affect competitive stores in the Primary Trade Area.

The SEIS preliminary assessment finds that the retail introduced by the proposed project would result in trade area capture rates well below 100 percent by 2032, which is the *CEQR Technical Manual* threshold requiring detailed analysis.[2] However, to maintain a scope of analysis consistent with that performed for the 2008 FGEIS, the SEIS includes a detailed analysis of indirect business displacement due to retail market saturation.

Similar to the analysis in the 2008 FGEIS, the detailed analysis focuses on grocery stores in the immediate vicinity of the proposed project, in particular, because grocery stores generally serve as anchors for retail concentrations, and the proposed project could introduce stores offering products that substantially overlap with typical grocery store offerings. In addition, the SEIS detailed analysis examines the future viability of anchors in regional retail centers, including movie theaters and restaurants, because the Willets West component of the proposed project would constitute a major new shopping and entertainment center, adding destination retail space to the Primary Trade Area.

The detailed analysis finds that the amount of indirect business displacement due to competition from the proposed project would be minimal, is not expected to jeopardize the viability of any neighborhood retail strips, and is not expected to diminish the level of services provided. Therefore, the proposed project would not result in significant adverse impacts due to retail market saturation.

ADVERSE EFFECTS ON A SPECIFIC INDUSTRY

The proposed project would result in the same direct business displacement as analyzed in the 2008 FGEIS, and would not present any new or different uses that would alter the findings of the 2008 FGEIS with respect to potential effects on the auto industry or industries dependent on auto repair. Therefore, no further assessment of this issue of concern is required for the SEIS.

[2] The 2008 FGEIS analysis of indirect business displacement due to competition was performed under the 2001 *CEQR Technical Manual*, which required detailed analysis even when capture rates were below 100 percent. The 2012 *CEQR Technical Manual* does not require similar detailed analysis if capture rates with the proposed project do not exceed 100 percent.

COMMUNITY FACILITIES AND SERVICES

The analysis provided below regarding potential indirect effects to health care facilities and police and fire protection facilities concludes that—consistent with the conclusions of the 2008 FGEIS—the proposed project would not result in any significant adverse impacts on these community facilities and services.

The analysis of potential indirect effects on elementary, intermediate, and high schools finds that the proposed project would not result in any significant adverse impacts on high schools. In order to accommodate all of the project-generated elementary and intermediate school students, thereby avoiding any significant adverse impacts, the Queens Development Group, LLC would coordinate with the School Construction Authority (SCA) to determine whether the public school space currently planned as part of Phase 1B would be sufficient to accommodate all of the school children generated by the proposed project by 2028. Provision of the school in Phase 1B would be ensured through a contractual agreement. If necessary, the school spaces would be expanded, and corresponding reductions in square footage would be made elsewhere in the development program. For Phase 2, EDC would require as part of the developer's agreement that the designated developer similarly coordinate with SCA.

The analysis of potential indirect effects on library services finds that the holdings per resident ratio for the combined study area would decrease from 3.03 under the No Action condition to 2.80 with the proposed project in 2032. This ratio would decrease to 5.02 for the Flushing Library and to 0.69 for the Corona Library. For both the Flushing Library and Corona Library, the catchment area population increase would exceed five percent, which may represent a significant adverse impact on library services according to the *CEQR Technical Manual*. However, as noted above, many of the residents in the catchment areas also reside within the catchment areas for other nearby libraries and would also be served by these libraries, residents of the study area would have access to the entire Queens Library system through the inter-library loan system, and would also have access to libraries near their place of work. In consideration of the above, the lead agency, in consultation with the Queens Public Library, has determined that the additional population introduced by the proposed project would impair the delivery of library services in the study area in 2032. Therefore, Phase 2 of the proposed project would result in a significant adverse impact on library services. To mitigate this impact, the 125,000 square feet of as-yet-unprogrammed community facility space in the program for Phase 2 could potentially be utilized as a branch library or auxiliary facility for the Queens Library system, or additional volumes or programs to accommodate new users could be provided if adequate space in nearby branches exists. Although no developer has yet been designated for Phase 2, the provision of additional library space in Phase 2 would be based on further consultation with Queens Public Library and the lead agency.

The analysis of indirect effects on child care facilities finds that the proposed project may result in significant adverse impacts on publicly funded child care facilities in 2028. Therefore, consistent with the conclusions of the 2008 FGEIS, to mitigate the potential impact on child care facilities that could occur by 2028, the QDG would consult with the New York City Administration for Child Services (ACS) to determine whether adding capacity to existing facilities or providing a new child care facility within or near the area surrounding the project site is the appropriate way to meet demand for child care services generated by the proposed project. EDC would require, as part of the developer's agreement, that the designated developer of Phase 2 similarly consult with ACS to determine the appropriate way to meet demand for child care services generated by development in the District by 2032.

OPEN SPACE

The open space analysis concluded that the RWCDS would not result in significant adverse open space impacts that were not addressed in the 2008 FGEIS and subsequent technical memoranda.

DIRECT EFFECTS

By 2018, the Willets West portion of the proposed project would be constructed upon 30.7 acres of the surface parking lot west of CitiField, and one of the CitiField parking lots along Roosevelt Avenue (South Lot) would also be developed. While this land is mapped as parkland, it does not function as recreational open space. The land was occupied by Shea Stadium and associated parking and circulation space until it

was replaced by CitiField in 2009, and it is now occupied exclusively by surface parking. There is one event—the Major League Wheelchair Softball Tournament—that is held in this area; however, this is not an event that occurs on a constant and regular basis for designated daily periods. This parking area is therefore not considered a public open space use as defined under CEQR. Furthermore, the Major League Wheelchair Softball Tournament would be relocated to the Special Willets Point District in Phase 1A of the proposed project. Therefore, developing this mapped parkland has no direct effect on the adequacy of open space for the study area residential and non-residential populations.

The proposed project would activate the Willets West area, making the area more appealing to residential and non-residential populations and improving connections between the study area populations and the Flushing Bay Promenade. It is anticipated that some of the trees within the Willets West portion of the project site would require removal during construction, as would trees within the Lot B area. Tree removal and replacement would be conducted in conformance with DPR requirements, including approval from DPR's Queens forestry division. The portions of the project to be constructed by 2028 and 2032 also would have no direct effect on the adequacy of open space for the study area residential and non-residential populations.

The proposed project would not have any adverse impacts on existing open space in terms of air quality, noise, or shadows. The World's Fair Marina Park, which was predicted in the 2008 FGEIS to experience a significant adverse noise impact during the Saturday midday time period, is no longer expected to experience a significant adverse impact.

The proposed project would add to the inventory of open space in the study area. During Phase 1A of the proposed project, the parking area within the Special Willets Point District would be converted to active recreational use a minimum of six months per year. Permanent publicly accessible open space would be built as part of Phase 1B and Phase 2, in accordance with the District's zoning requirements, as residential populations are introduced. Phase 1B would include approximately six acres of new publicly accessible open space, approximately 3.5 of which would subsequently be developed with new structures in Phase 2. Phase 2 would create another 5.5 acres of open space, for a total of 8 acres of publicly accessible open space at the conclusion of the development of the proposed project.

INDIRECT EFFECTS

Although the development of the proposed project would include the creation of publicly accessible open space, because it would also introduce demand from a new population the RWCDS would result in a decrease in total, active, and passive open space ratios in the residential study area and a decrease in total and passive open space ratios in the non-residential study area. These decreases would not result in a significant adverse open space impact. Open space ratios would remain near or above the recommended City guidelines, with the exception of the active open space ratio, which would decrease from 1.80 acres per 1,000 residents in the 2018 No Action condition to 1.54 in the 2028 With Action condition and 1.31 in the 2032 With Action condition. The total open space ratio would remain above the recommended City guideline until 2032, when it would decrease to 2.46, falling slightly below the guideline of 2.5 acres per 1,000 residents. The amount of active open space available in the study area during Phase 1A would be higher than indicated by the ratios, due to the presence of the interim active recreational use to be provided within the District, which was not considered in the open space ratios. Upon completion, the RWCDS would include a minimum of 8 acres of publicly accessible open space, including an approximately two-acre park developed with primarily active recreational uses.

The RWCDS would not result in a significant adverse open space impact during any of the three analysis years. The proposed project would introduce substantial new open space, and study area residents would continue to have access to the portions of Flushing Meadows-Corona Park and the Flushing Bay Promenade that fall just outside of the residential study area's boundaries. Further, QDG would work to incorporate ground-level, active open space and other recreational resources such as rooftop and interior programming of recreational amenities into the project design for Phase 1B, and EDC would encourage through its formal RFP process the future developer of Phase 2 to incorporate similar features into the Phase 2 development. While these recreational amenities may be available only to tenants and residents of the site—and thus have

not been included in the quantitative analysis—these amenities would help offset the burden on public active and passive resources resulting from the introduction of new users on the project site.

SHADOWS

The analysis concluded that the proposed parking structure in the South Lot would cast new shadows early in the mornings in all seasons onto adjacent traffic islands and a portion of an area containing trees, but that the shadows would be limited in extent and duration and would not cause significant adverse shadow impacts to these sections of Flushing Meadows-Corona Park. The Willets West development would cast new shadows of very limited extent and duration on nearby landscaped traffic islands in the winter only, and these would not cause significant adverse shadow impacts. Therefore, consistent with the conclusions of the 2008 FGEIS and subsequent technical memoranda, the proposed project would not result in any significant adverse shadows impacts.

HISTORIC AND CULTURAL RESOURCES

This analysis finds that the proposed project would not result in significant adverse impacts related to historic and cultural resources that were not addressed in the 2008 FGEIS or subsequent technical memoranda. Consistent with the findings in the 2008 FGEIS, the development that would occur within the Special Willets Point District during Phase 2 of the proposed project would have a significant adverse impact on the former Empire Millwork Corporation Building.

URBAN DESIGN AND VISUAL RESOURCES

This analysis concludes that the proposed project would not have any significant adverse impacts related to urban design and visual resources, consistent with the findings of the 2008 FGEIS and subsequent technical memoranda.

NATURAL RESOURCES

This analysis finds that existing conditions and potential impacts to natural resources are largely the same as were addressed in the 2008 FGEIS and subsequent memoranda, and that the RWCDS would not result in significant adverse impacts to floodplains, wetlands, groundwater, terrestrial resources, aquatic resources and Essential Fish Habitat (EFH), threatened or endangered species, species of special concern, or rare ecological communities. The 100-year floodplain within and adjacent to the study area is affected by coastal flooding rather than local flooding, and therefore, would not be affected by construction or regrading/filling that would occur as part of the RWCDS; building designs would be consistent with *New York City Building Code* requirements for construction within the 100-year floodplain and any future changes to these requirements that may be made on the basis of the newly-released FEMA Advisory Base Flood Elevations. No wetlands are present on or adjacent to Willets West or the South Lot, and wetland boundaries in the vicinity of the District, Lot B, and Lot D are as described in the 2008 FGEIS. No significant adverse impacts to wetlands would occur as a result of the RWCDS. Terrestrial natural resources, such as vegetation and wildlife, are largely the same as described in the 2008 FGEIS, and the RWCDS would have no significant adverse impacts to these resources, including threatened or endangered species. Consistent with the conclusions of the 2008 FGEIS and subsequent technical memoranda, the proposed project would not result in significant adverse impacts to groundwater quality. With the implementation of erosion and sediment control measures, water quality, aquatic biota, and EFH of Flushing Bay would not be affected by land-disturbing construction activities. No in-water construction would occur. The proposed stormwater infrastructure for the RWCDS may improve stormwater quality above the existing condition by addressing existing chronic flooding, improving the quality of the soil substrate of the site, providing direct drainage to storm sewers, and incorporating sustainable design features, where feasible, to reduce the discharge volume. Overall, no significant adverse impacts to natural resources would result from the RWCDS.

HAZARDOUS MATERIALS

This analysis finds that, consistent with the conclusions of the 2008 FGEIS and subsequent technical memoranda, the proposed project would not result in significant adverse impacts related to hazardous materials.

As described below, Phase I Environmental Site Assessments (ESAs) have been performed for the entire project site. These identified the potential for contamination due to current and past usage:

- **Special Willets Point District**: sampling undertaken as part of previous Phase II ESAs confirmed that contamination is present and is expected to be widespread.
- **Lot D**: Tires and apparently empty 35-gallon drums were present on Lot D. Evidence of a potential underground storage tank was observed. However, the Phase I ESA found no registered historical or current petroleum storage tanks, which indicates that the tank may have been installed/operated prior to tank registration requirements or may have been of too small a capacity to require registration. Prior to development, a Phase II ESA would be performed for Lot D to assess potential contamination and assist in preparation of any necessary remedial plans and health and safety procedures.
- **Lot B**: Subsurface sampling identified fill material (including cinders, wood, brick, metal, and asphalt) overlying marsh deposits. This was consistent with historical information regarding prior conditions and uses. The soil sampling did not identify significant contamination (the results were consistent with those usually found in historical fill materials in New York City). Similarly, the shallow groundwater sampling identified some levels (generally of metals) above the most stringent (drinking water) standards but these were consistent with the levels of metals found in the soil samples of the fill material. The soil gas sampling found elevated levels of methane (potentially attributable to the marsh deposits).
- **Willets West and South Lot**: The Phase I ESA indicated that these portions of the project site were also part of the much larger "ash dump" in the early part of the 20th century. Around 1950, Willets West was paved and used for parking until 1964, when Shea Stadium opened on the property. The South Lot has been used for parking since the mid-1960s. In 2009, Shea Stadium was demolished and has since been used for parking with multiple small ticketing structures. The Phase I ESA found no evidence of historical or current petroleum storage tanks or other historical uses of concern. Prior to development, a Phase II ESA would be performed for the Willets West and South Lot areas to assess potential contamination and assist in preparation of remedial plans, if necessary, and health and safety procedures to be implemented during construction.

By implementing investigation and remediation measures including appropriate engineering/institutional controls into the development, as well as incorporating health and safety procedures into the construction, it is expected that no potential exposure or significant adverse impacts related to hazardous materials would occur during or after construction of the proposed project. Construction of the proposed project would involve both demolition of all existing structures (some of which are believed to contain asbestos containing materials, lead-based paint, and polychlorinated biphenyls containing electrical components) and a variety of earthmoving/excavating activities that would encounter subsurface contamination (e.g., petroleum, solvents, polychlorinated biphenyls, or other contaminants associated with the area's historical filling), particularly within the District. To avoid the potential for significant adverse impacts related to hazardous materials the proposed project would include appropriate health and safety (e.g., dust control and air monitoring) and comprehensive investigative/remedial measures (e.g., delineating and excavating contaminated soils and disposing of them off site at an appropriately licensed facility) that would be undertaken in conjunction with the excavation and disturbance of fill material. Understanding that the entire area includes ash fill and that within the project site fill material would remain, residual soil and groundwater contamination would need to be accounted for in any new development. Engineering controls to address the residual contamination can include a variety of measures including but not limited to capping surfaces, groundwater controls to prevent migration, and systems beneath buildings to prevent infiltration of soil vapor.

While development of the District is contemplated to occur in phases, Phase 1A will incorporate a comprehensive site investigation and associated remedial action that will remove areas of significant contamination and prepare the site for development. When subsequent development takes place over or adjacent to these areas, measures will be undertaken to prevent human exposure. These will include stringent measures for dust control, procedures for dewatering, proper handling and disposal or backfill of excavated material and prevention of stormwater pollution from runoff. Additional measures (e.g., the mandatory implementation of appropriate health and safety procedures) will be undertaken to prevent exposure following development during intrusive work and subsurface utility repairs at developed sites.

Institutional controls would be used to ensure that the various measures outlined above would be implemented, all lots in the project site would have restrictions placed on them. Specifically, for the District, these restrictions include the E designations already placed following the 2008 FGEIS and potentially State of New York Brownfield Cleanup Program (BCP) requirements, should any developments enter into this (voluntary) program. For lots outside of the District, the restrictions would be incorporated into the development agreements and/or amended leases for each lot. These lots are and would remain in City ownership.

WATER AND SEWER INFRASTRUCTURE

This analysis finds that the proposed project would not result in significant adverse impacts to water and sewer infrastructure that were not addressed in the 2008 FGEIS and subsequent technical memoranda. Infrastructure improvements would be required for various phases of the project, as detailed in this section:

PHASE 1A

New 12-inch water mains in 35th Avenue, 126th Street, 127th Street, and Willets Point Boulevard would be constructed as necessary to support the proposed development. For Willets West, a new on-site water loop would be required to tie into existing water main in Roosevelt Avenue.

Sanitary sewer infrastructure, either existing or being built by the New York City Economic Development Corporation (EDC), would be adequate to accommodate the Phase 1A development. A 36-inch sanitary sewer, as well as two stubbed connections in 126th Street: one 24-inch and one 16-inch, is currently being constructed by EDC. As a part of the proposed project, the 16-inch connection would be extended south along 126th Street by the Queens Development Group, LLC (QDG). Based on current estimates, the 36-inch sanitary sewer under construction, the 24-inch sewer downstream from it, and the 37th Avenue pump station would have sufficient capacity to accommodate the development proposed under Phase 1A. As part of the Phase 1A DEP approval process, QDG would work with DEP to assess the operations of the existing pump station. Based on this assessment, QDG would replace or upgrade components identified as requiring such work as a result of the additional flows associated with the Phase 1A development. Based on measured existing flow to the Bowery Bay Water Pollution Treatment Plant (WPTP) and the projected sanitary flow from the proposed development in Phase 1A, the WPTP would have sufficient capacity to accommodate the proposed project flow.

A 7.5-foot by 5-foot box storm sewer currently under construction by EDC would be extended south along 126th Street by QDG as part of the proposed project to accommodate Phase 1A development within the Special Willets Point District. For Willets West and the other sites, existing infrastructure would be sufficient to convey stormwater runoff.

PHASE 1B

Consultation with DEP would be required to determine if upgrades (including a new regulator and connection) to the 72-inch water main in Willets Point Boulevard would be required to support the Phase 1B development. As assumed in the 2008 FGEIS, the existing 72-inch water main within Willets Point Boulevard would remain in place and a permanent easement, mapped on the City map, would be provided to enable DEP access to this water main. A grade change and replacement of portions of the water main, contemplated in TM#4 would not be required.

Based on current estimates, the 36-inch sanitary sewer currently under construction would have sufficient capacity to accommodate the development proposed under Phase 1B. Upgrades to the 37th Avenue pump station and its force main would likely be required for Phase 1B development. If needed to support Phase 1B development, QDG would fund the 37th Avenue pump station upgrade, at the time when the need arises. It is anticipated that the upgrade would occur within the existing city land or rights-of-way. Verification of this requirement by DEP will be obtained prior to Phase 1B development. Based on measured existing flow to the Bowery Bay WPTP and the projected sanitary flow from the proposed development through Phase 1B, the WPTP would have sufficient capacity to accommodate the proposed project flow.

Stormwater and sanitary sewer infrastructure constructed would be sized in accordance with the DEP-approved amended drainage plan (ADP) prepared by QDG.

PHASE 2

For the District, consultation with DEP would be required to determine water supply requirements for Phase 2 of the proposed project. Additional internal water service would likely be required to support the proposed development in 2032. Additionally, consultation with DEP would be required to determine if upgrades (including a new regulator and connection) to the 72-inch water main in Willets Point Boulevard would be required to support the Phase 2 development, if not already constructed in a prior phase. For all other sites, water service would remain as constructed.

For the District, new sanitary sewer trunk mains would be required in Northern Boulevard, 126th Street, and Roosevelt Avenue. These sewers would be sized in accordance with the ADP that would be developed. Based on current estimates, the 36-inch sanitary sewer currently under construction would have sufficient capacity to accommodate the development proposed with the full development through Phase 2. Per the draft ADP, upgrades to the 37th Avenue pump station and its force main would be required for Phase 2. Specifically, the operating capacity of the 37th Avenue pump station (currently 3,450 gpm) would need to be upgraded to 8,400 gpm. If not previously performed upgrades to the 24-inch sewer under the Grand Central Parkway, the 37th Avenue pump station and its associated downstream force main would be required, and would be funded by the developer of Phase 2. These upgrades would be in conformance with the DEP approved ADP. Based on measured existing flow to the Bowery Bay WPTP and the projected sanitary flow from the proposed development through Phase 2, the WPTP would have sufficient capacity to accommodate the proposed project flow.

For the District, new storm sewers would be required in Northern Boulevard, 126th Street, and Roosevelt Avenue. These sewers would be sized in accordance with the ADP developed for Phase 2. In addition, a 60-inch outfall would be required in 127th Street for Phase 2.

SOLID WASTE AND SANITATION SERVICES

This analysis finds that the RWCDS would not result in significant adverse impacts to solid waste and sanitation that were not addressed in the 2008 FGEIS or subsequent technical memoranda.

While the RWCDS would create new demands on solid waste and sanitation services, the municipal systems serving the project site area have adequate capacity to meet the projected increases in demand. The New York City Department of Sanitation (DSNY), which collects solid waste and recyclables, is anticipated to provide municipal solid waste and sanitation services to the District. Private carters currently and will continue to provide these services to non-residential users. The RWCDS would cumulatively increase the volumes of solid waste and recyclables, but would not affect the delivery of these services, place a significant burden on the City's solid waste management services (public or private), or require any amendments to the City's solid waste management objectives as stated in the SWMP. As disclosed in the 2008 FGEIS, the RWCDS would displace waste transfer businesses from the District by 2032, but this displacement would not have a significant adverse impact on the waste and sanitation services in Queens or in New York City.

ENERGY

Consistent with the findings of the 2008 FGEIS and subsequent technical memoranda, this analysis concludes that the proposed project would not result in significant adverse impacts on energy demand and infrastructure. The cumulative annual energy consumption that would result from the RWCDS, including the potential future development on Lot B, would be 1,952,503 million BTUs. Phase 1A and 1B are subject to Local Law 86 of 2005 (see New York City Charter section 224.1) and the project sponsor would comply with the requirements thereof. To the extent Local Law 86 of 2005 applies to any portion of Phase 2, the City would further ensure that the sponsor for Phase 2 complies with the requirements thereof. Accordingly, in Phase 1A, the retail buildings, including the proposed development on the Willets West site, will be designed and constructed to achieve Leadership in Energy and Environmental Design (LEED) silver certification for core and shell (LEED-CS), and the hotel building will be designed and constructed to achieve LEED silver certification for new construction (LEED-NC). In Phases 1B and 2, as set forth in the FGEIS and reiterated in Technical Memorandum #4, all portions of the project within the Willets Point Special District will be required to achieve LEED for neighborhood development (LEED-ND) certification. Phase 1B buildings will also comply with all the applicable requirements of Local Law 86 of 2005. Specifically, retail, hotel, community facility and office buildings will be designed and constructed to achieve LEED silver certification pursuant to the LEED rating system that is most appropriate under Local Law 86 (see Section 10-02 of chapter 10 of title 43 of the Rules of the City of New York). To meet the requirements of LEED and the energy cost reduction requirements of Local Law 86 of 2005 that are applicable to the project under NYC Charter section 224.1(b)(2)(ii), energy efficiency measures would be incorporated into building designs, as described in this chapter. The requirements of Local Law 86 of 2005 and the commitments set forth in this chapter would be incorporated into the development agreements and/or amended lease agreements. The provisions of the development agreements and/or amended lease agreements, relating to substance and enforceability of these commitments, would be subject to approval by Mayor's Office of Environmental Coordination.

TRANSPORTATION

TRAFFIC AND PARKING

As was found in the FGEIS, the proposed project is expected to be a significant traffic generator on both the highways surrounding the project site—including the Grand Central Parkway, the Van Wyck Expressway, and the Whitestone Expressway—and the local street network over the course of its three buildout phases. The With Action volume increments generated by the proposed project would be as follows:

Phase 1A of the project is expected to generate 883 vehicles per hour (vph) in the AM peak hour, 2,517 vph in the midday peak hour, 2,618 vph in the PM peak hour on a typical weekday without a Mets home game, and 3,132 vph in the Saturday midday peak hour on a non-game weekend. For peak hours with a Mets home game, the proposed project is expected to generate 2,324 vph in the weekday PM (evening) pre-game peak hour, 2,313 vph in the Saturday afternoon pre-game peak hour, and 2,063 vph in the Saturday evening post-game peak hour.

With the completion of Phase 1B, 2,649 vehicles per hour (vph) would be generated in the AM peak hour, 5,152 vph in the midday peak hour, 5,420 vph in the PM peak hour on a typical weekday without a Mets home game, and 5,855 vph in the Saturday midday peak hour on a non-game weekend. For peak hours with a Mets home game, the proposed project is expected to generate 4,194 vph in the weekday PM (evening) pre-game peak hour, 4,576 vph in the Saturday afternoon pre-game peak hour, and 4,037 vph in the Saturday evening post-game peak hour.

With full buildout at the completion of Phase 2, including the potential future development of Lot B, 4,533 vehicles per hour (vph) would be generated in the AM peak hour, 7,551 vph in the midday peak hour, 8,361 vph in the PM peak hour on a typical weekday without a Mets home game, and 8,740 vph in the Saturday midday peak hour on a non-game weekend. For peak hours with a Mets home game, the proposed project is expected to generate 6,339 vph in the weekday PM (evening) pre-game peak hour, 6,981 vph in the

Saturday afternoon pre-game peak hour, and 6,445 vph in the Saturday evening post-game peak hour. This includes volume increment generated by the proposed project and the Lot B development.

Future baseline (future No Action) volumes, to which the traffic generated by the proposed project and Lot B would be added, and future levels of service are expected to be significantly worse than existing conditions due to background traffic growth plus traffic generated from additional background development projects. Traffic generated by the proposed project would be in addition to high baseline volumes and poor levels of service at many of the analysis intersections and along key sections of the highway network.

As a result, by Phase 1A, the proposed project is expected to have significant traffic impacts at 15 of the 29 intersections analyzed, both signalized and unsignalized, for the future With Action condition in the weekday AM peak hour, 17 of 29 in the weekday midday peak hour, and 20 of 29 in the weekday PM and Saturday midday non-game peak hour. On game days, 21 of 29 intersections analyzed would have significant traffic impacts the PM pre-game weekday peak hour, 17 of 29 intersections analyzed would have significant traffic impacts during the Saturday pre-game peak hour and 19 of 29 intersections analyzed would have significant impacts during the Saturday post-game peak hour.

In Phase 1B, the proposed project is expected to have significant traffic impacts at 19 of the 30 intersections analyzed in the weekday AM peak hour, 21 of 30 in the weekday midday peak hour, 22 of 30 in the weekday PM peak hour, and 25 of 30 in the non-game-Saturday midday peak hour. On game days, 22 of 30 intersections analyzed would have significant traffic impacts the PM pre-game weekday peak hour, 20 of 30 intersections analyzed would have significant traffic impacts during the Saturday pre-game peak hour and 21 of 30 intersections analyzed would have significant impacts during the Saturday post-game peak hour.

By full buildout in Phase 2, including the potential future development of Lot B, the proposed project is expected to have significant traffic impacts at 22 of the 31 intersections analyzed in the weekday AM peak hour, and 26 of 31 in the weekday midday, weekday PM and Saturday midday non-game peak hours. During the PM pre-game weekday peak hour, 25 of 31 intersections analyzed would have significant traffic impacts, and during the Saturday pre-game and post-game peak hours, 23 of 31 intersections analyzed would have significant impacts.

Some sections of the highway mainlines and several ramp junctions would incur level of service degradations and be significantly impacted. In Phase 1A, three of the seven highway mainline locations analyzed (including the westbound Grand Central Parkway and the southbound Whitestone Expressway) and five of the 12 ramp locations would be significantly impacted during at least one of the seven peak analysis hours. In Phase 1B, five of the seven highway mainline locations analyzed (including both directions of the Grand Central Parkway and Whitestone and Van Wyck Expressways) and seven of the 12 ramp locations would be significantly impacted during at least one peak hour. In Phase 2, five of the seven highway mainline locations analyzed (including the westbound Grand Central Parkway, and both directions of the Whitestone and Van Wyck Expressways) and eight of the 12 ramp locations would be significantly impacted during at least one peak hour.

Under Phase 2 for the proposed project (i.e., full buildout conditions), the number of significantly impacted intersections would be approximately the same or somewhat higher as compared to the 2008 FGEIS. The magnitude of delays experienced would be higher at many locations as compared to the 2008 FGEIS. Under Phase 2 for the proposed project, the number of significantly impacted highway sections and ramps, and the magnitude of delays, would generally be higher as compared to the 2008 FGEIS. Potential measures to mitigate these projected significant adverse impacts are described in "Mitigation."

By its full buildout in Phase 2, the proposed project would provide sufficient new off-street and on-street parking as part of the development to service its peak demand of 5,850 spaces. The redevelopment of the District would include the demapping and realignment of the local street network within the boundaries of the District, which is expected to increase the available on-street parking supply. The proposed project's expected parking needs would be provided within the immediate area by full buildout, and it is not expected that project-generated traffic would have to seek parking opportunities outside of the area. In all phases, Willets West's proposed 2,500 accessory parking spaces would be sufficient to meet parking demands generated by the development at Willets West. Under Phase 1A, all project-generated parking demand

within the District would be satisfied by accessory parking provided as part of the proposed project. Under Phase 1B, the 2,700 accessory parking spaces that would accompany development in the District would fully satisfy project demand in 2028 except from 2 to 4 PM on Saturday where there would be an additional need of up to approximately 45 spaces. However, this demand is expected to be fully satisfied by available on-street spaces within the District and off-street spaces in facilities within walking distance of the District. For the originally proposed project analyzed in the 2008 FGEIS, the amount of parking to be provided plus available on-street parking was concluded to be similarly sufficient to accommodate the projected parking demand.

In addition to providing accessory parking for project demand, the proposed project would also replace the 4,100 Mets parking spaces in the main CitiField lots west of the stadium that would be displaced by the Willets West development. These replacement spaces would be distributed amongst an interim parking facility in the District (2,750 spaces, used as recreational space in the off-season), Lot D/South Lot (950 spaces), and the Willets West development (400 spaces) in Phase 1A, and between Lot D/South Lot (5,495 spaces) and the Willets West development (400 spaces) in Phases 1B and 2. Therefore, Mets parking needs would be accommodated.

TRANSIT AND PEDESTRIANS

Significant adverse transit impacts were identified for the street-level stairways and mezzanine stairway on the north side of Roosevelt Avenue at the Mets-Willets Point subway station, line-haul conditions on the No. 7 train, and the Q19, Q48, and Q66 bus routes. In addition, if NYCT reverts back to its pre-CitiField station operating plan for the Mets-Willets Point subway station, which would take place independent of the proposed project, additional interagency coordination is expected to take place to develop the appropriate game-day management strategies. However, additional impacts for the station's street-level connections and the unpaid zone passageway could occur during game days with this reconfiguration. Significant pedestrian impacts were identified for the east crosswalk at the intersection of Northern Boulevard and 126th Street; the north and west crosswalks at the intersection of Roosevelt Avenue and 126th Street; the north, south, and east crosswalks at the intersection of 34th Avenue and 126th Street; the south crosswalk at the intersection of New Willets Point Boulevard and 126th Street; and the north crosswalk at the newly signalized intersection of Roosevelt Avenue and the Lot B driveway. Potential measures to mitigate these projected significant adverse impacts are described in "Mitigation."

In the 2008 FGEIS and subsequent technical memoranda, significant adverse impacts were identified for the Mets-Willets Point subway station, area bus routes, and pedestrian elements adjacent to the District. Similar or greater impacts have been identified for Phase 2 of the proposed project. In addition, the previous analyses did not identify the significant adverse subway line-haul impact or the additional station impacts associated with potential station reconfiguration by NYCT that had been identified with the current proposed project.

AIR QUALITY

Concentrations of carbon monoxide (CO) and fine particulate matter less than 10 microns in diameter (PM_{10}) due to project-generated traffic at intersections near the project site would not result in any violations of National Ambient Air Quality Standards (NAAQS). It was also determined that CO impacts from mobile sources associated with the proposed project would not exceed CEQR *de minimis* criteria, while incremental increases in fine particulate matter less than 2.5 microns in diameter ($PM_{2.5}$) would not result in any significant air quality impacts. In addition, impacts due to the proposed project's parking facilities were found to result in no significant adverse air quality impacts. Additional air quality studies will be undertaken between the Draft SEIS and Final SEIS to further refine the mobile source analysis for the Phase 2 analysis year, in consultation with DEP.

Based on refined analyses, using conservative assumptions regarding floor area served by a single heating and hot water system stack, there would be no potential for significant adverse air quality impacts from the proposed project's heating and hot water systems (considering buildings proposed for construction in all

phases), provided that certain requirements on the fuel type, placement of heating and hot water system stacks, exhaust height, and use of low-nitrogen oxide (low-NO_x) burners are imposed. These restrictions would supersede those identified in the 2008 FGEIS and Technical Memorandum #4. The restrictions reflect the changes to the proposed project since the 2008 FGEIS and subsequent technical memoranda, as well as the promulgation of the 1-hour nitrogen dioxide (NO_2) standard in 2010. A screening level analysis was conducted to assess whether existing auto, manufacturing, and industrial uses that may remain in the area proposed for development in Phase 2, would have the potential to significantly impact the air quality in the area proposed for development in Phase 1A and Phase 1B, which would be occupied by recreational, residential, hotel, open space, and commercial uses. The results of that analysis show that there would be no potential for significant adverse impact on air quality from these sources on the proposed project. Therefore, there would be no potential for a significant adverse impact from stationary sources.

GREENHOUSE GAS EMISSIONS

As discussed in the following sections, the building energy use and vehicle use associated with the full build-out of the proposed project would result in approximately 150,000 metric tons of carbon dioxide equivalent (CO_2e) emissions per year. The RWCDS, which includes the potential future development on Lot B, would result in approximately 161,000 metric tons of CO_2e emissions from building energy consumption and vehicle use. The overall RWCDS emissions are lower than those presented in Technical Memorandum #4, despite the increase in the floor area proposed for development, due to the expected improvement in vehicle efficiency from 2022—the final build year analyzed in Technical Memorandum #4, and 2032—the anticipated year of proposed project completion.

The proximity of the proposed development to public transportation, its mixed-use nature, and dense design are all factors that contribute to the energy efficiency. To meet the requirements of LEED certification, the energy cost reduction requirements of Local Law 86 of 2005, and to comply with the regulations of the Special Willets Point District, specific measures would be incorporated into the proposed project design, which would decrease the potential GHG emissions and further the GHG reduction goal.

As detailed local climate change projections become available and are adopted into the City's infrastructure design criteria, such criteria would be incorporated into the development program. In addition, an engineering study would be prepared prior to commencement of construction that would assess the feasibility of implementing strategies to improve resilience to climate change impacts into the design of the development program, in light of the most current climate change projections. Based on that engineering study, practicable strategies to improve resilience to climate change would be implemented.

NOISE

The analysis concludes that noise associated with traffic generated by the proposed project and its associated parking facilities would not be expected to result in any significant increases in noise levels, including at World's Fair Marina Park, which was predicted to experience a significant adverse noise impact in the 2008 FGEIS during the Saturday mid-day (MD) time period. This resulted from slightly less incremental traffic noise generated on streets immediately adjacent to the Park between the No Build and Build scenarios analyzed for the proposed project as compared to the 2008 FGEIS analysis. To meet CEQR interior noise level requirements, the analysis prescribes between 31 and 43 dBA of building attenuation for the proposed project buildings, which is similar to the amount of building attenuation specified in the 2008 FGEIS, except for the buildings included in the proposed project very close to the existing elevated subway tracks along Roosevelt Avenue, which would require greater attenuation than the levels specified in the 2008 FGEIS analysis. Similar to what was predicted in the 2008 FGEIS, noise levels in the newly created open spaces would be greater than the 55 dBA $L_{10(1)}$ prescribed by CEQR criteria, but would be comparable to other parks around New York City and would not constitute a significant adverse impact.

PUBLIC HEALTH

As described in the relevant analyses of this SEIS, during construction, and after completion of construction, the proposed project would not result in unmitigated significant adverse impacts in any of the technical areas

related to public health. Therefore, a public health analysis is not necessary, as the proposed project would not result in a significant adverse public health impact.

NEIGHBORHOOD CHARACTER

Consistent with the 2008 FGEIS and subsequent technical memoranda, this analysis finds that the proposed project would not result in any significant adverse impacts to neighborhood character.

The study area has diverse characteristics owing to the varied land uses surrounding the project site. No one defining feature would be considered critical to the character of the neighborhood; rather all the various localized features contribute to it. Taking into consideration the effects of the proposed project on the contributing features, the proposed project would not have a significant adverse impact on neighborhood character. Rather, the proposed project would result in an improvement in neighborhood character, as it would remediate the area and would represent a significant investment to improve the project area's infrastructure. The proposed project would allow for a more comprehensive and continuous neighborhood by linking Flushing and Corona, and would transform the area surrounding CitiField into a thriving new neighborhood and regional destination.

CONSTRUCTION

There would be temporary inconvenience and disruption arising from the construction of the proposed project throughout the Willets Point/CitiField area. As detailed below, construction of the proposed project would result in significant adverse construction impacts related to transportation and historic and cultural resources.

TRANSPORTATION

The construction of the proposed project, from 2014 to 2032, would generate construction worker and truck traffic. Because of the lengthy duration of these activities, an evaluation of construction sequencing and worker/truck projections was undertaken to assess the potential transportation-related impacts. It is expected that the project construction activities would yield considerably less traffic than that projected for the proposed project and that parking and staging needs could be managed primarily within the District, or next to the stadium (for Lot B construction). However, given the high traffic volume in the existing and No Action conditions, and the inclusion of traffic from the project as it is being built out as well as construction traffic, significant adverse traffic impacts could still occur at some of the study area locations during construction. Where impacts during construction may occur, measures recommended to mitigate impacts associated with the proposed project could be implemented early to aid in alleviating congested traffic conditions. At locations where the proposed project is expected to result in unmitigated significant adverse traffic impacts, these impacts could similarly exist during construction.

Construction worker transit trips would occur outside of peak periods of transit ridership and would be distributed and dispersed to the nearby transit facilities, and would not result in any significant adverse transit impacts. However, the significant adverse transit impacts disclosed for the 2032 With Action condition may also occur during peak construction in 2031. Similar mitigation measures as those identified for the 2032 With Action condition are expected to also address the potential transit impacts during construction. As with the 2032 With Action condition, the projected subway line-haul impact during the weekday AM peak period may remain unmitigated. Additionally, subway station impacts may remain unmitigated, if mitigation options are found to be infeasible, or if NYCT changes the current game-day operation of the station.

Pedestrian trips during peak construction in 2031 would primarily be concentrated during off-peak hours (6 to 7 AM and 3 to 4 PM) and would be distributed among numerous pedestrian facilities in the area. Accordingly, there would also not be a potential for significant adverse pedestrian impacts attributable to the projected construction worker pedestrian trips. However, the significant adverse pedestrian impacts disclosed for the 2032 With Action condition may also occur during peak construction in 2031. Similar mitigation measures as those identified for the 2032 With Action condition are expected to also address the

potential pedestrian impacts during construction. At locations where the proposed project is expected to result in unmitigated significant adverse pedestrian impacts, these impacts could similarly exist during construction.

AIR QUALITY

Based on a detailed analysis of construction during Phase 2 and a qualitative evaluation of construction during Phases 1A and 1B, the proposed project would not result in significant adverse impacts with respect to air quality. A detailed analysis of the combined effects of on-site and on-road emissions, determined that annual-average nitrogen dioxide (NO_2), carbon monoxide (CO), and particulate matter with an aerodynamic diameter less than 10 microns (PM_{10}) concentrations would be below their corresponding National Ambient Air Quality Standards (NAAQS). Therefore, the proposed projects would not cause or contribute to any significant adverse air quality impacts with respect to these standards.

Dispersion modeling determined that the maximum predicted incremental concentrations of $PM_{2.5}$ (using a worst-case emissions scenario) would exceed the City's applicable 24-hour interim guidance criterion of 2 $\mu g/m^3$ at a few receptor locations on the northeastern façade of parcel A1 during the construction activities at parcel A11 located immediately to the northeast, where the likelihood of prolonged exposure is very low. The maximum predicted incremental concentrations of $PM_{2.5}$ would also exceed 2 $\mu g/m^3$ at a sidewalk location due to mobile sources on the southeast corner of 34th Avenue and 126th Street. The occurrences of elevated 24-hour average concentrations for $PM_{2.5}$ would be limited in duration, frequency, and magnitude. Therefore, after taking into account the limited duration and extent of these predicted exceedances, and the limited area-wide extent of the 24-hour impacts, it is concluded that no significant adverse air quality impacts for $PM_{2.5}$ are expected from construction.

Because background concentrations are not known and the analysis methodology for mobile and construction sources have not been developed for the new 1-hour NO_2 NAAQS, exceedances of the 1-hour NO_2 standard resulting from construction activities cannot be ruled out. Therefore, measures including diesel equipment reduction, utilization of newer equipment, and source location and idling restriction, would be implemented by the proposed project to minimize NO_x emissions from construction activities.

NOISE AND VIBRATION

Based on a detailed analysis of construction during Phase 2 and a qualitative evaluation of construction during Phases 1A and 1B, construction activities would not be expected to result in significant noise impacts at any nearby sensitive receptor locations. Proposed buildings that would be completed and occupied before construction is completed at other project building sites would also experience exterior noise levels due to construction activities in the low 70s to mid-80s dBA range. The design of all project buildings would include building façades providing not less than 31-43 dBA of attenuation, and alternate means of ventilation (i.e., air conditioners) that do not degrade the acoustical performance of the façade. During the time period when these proposed buildings would be occupied and loud construction activities would be underway at immediately adjacent building sites (approximately two years according to the conceptual construction schedule on which the construction noise analysis is based), interior noise levels would, during some times, exceed 45 dBA $L_{10(1)}$ (the CEQR acceptable interior noise level criteria for residential uses). Such exceedances may be intrusive, but would be only temporary and of limited duration. Consequently, they would not result in any significant impacts.

On-site, construction activities would produce $L_{10(1)}$ noise levels at open space areas up to approximately the mid-70s dBA, which would exceed the levels recommended by CEQR for passive open spaces (55 dBA L_{10}). (Noise levels in these areas exceed CEQR recommended values for existing and No Action conditions.) While this is not desirable, there is no effective practical mitigation[3] that could be implemented to avoid these levels during construction. Noise levels in many parks and open space areas throughout the city, which are located near heavily trafficked roadways and/or near construction sites, experience

[3] Noise barriers would not be practical because of security concerns.

comparable and sometimes higher noise levels, and consequently such levels would not be considered a significant adverse impact.

OTHER TECHNICAL AREAS

Consistent with the 2008 FGEIS and subsequent technical memoranda, and as described in greater detail below, construction of the proposed project would not be expected to result in any significant adverse impacts to land use, socioeconomic conditions, community facilities, open space, or natural resources.

Consistent with the findings in the 2008 FGEIS, construction activities related to the development that would occur within the Special Willets Point District during Phase 2 of the proposed project would be anticipated to result in the demolition of the former Empire Millwork Corporation Building, which was found by the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP) to be eligible for listing on the State and National Registers of Historic Places (S/NR). Demolition of this structure would be considered a significant adverse effect on this architectural resource.

Consistent with the conclusions of the 2008 FGEIS and subsequent technical memoranda, the proposed project would not result in significant adverse impacts related to hazardous materials during construction. To avoid the potential for significant adverse impacts related to hazardous materials, the proposed project would include appropriate health and safety (e.g., dust control and air monitoring) and investigative/remedial (e.g., delineating and excavating contaminated soils and disposing of them off site at an appropriately licensed facility) measures that would precede or govern both demolition and soil disturbance activities. These measures would be conducted in compliance with all applicable laws and regulations and would conform to appropriate engineering practices.

Construction would create major direct benefits resulting from expenditures on labor, materials, and services, and indirect benefits created by expenditures by material suppliers, construction workers, and other employees involved in the direct activity.

ALTERNATIVES

NO ACTION ALTERNATIVE

The No Action Alternative assumes the continuation of existing uses on the various portions of the project site. Since this alternative would allow the continued industrial use of the District, it would not allow for development of affordable housing, community facilities, schools, and public open space. It also would not comprehensively remediate contaminated soils and groundwater, nor provide new sanitary and storm sewers; as a result, there would continue to be degraded water quality and potential impacts to aquatic biota through the continued discharge of wastewater, polluted stormwater, and sediments from the District to the Flushing River, Flushing Bay, and groundwater aquifers. Because the No Action Alternative would not develop new retail and entertainment uses at Willets West and the District, it would not generate the substantial economic and civic benefits resulting from the proposed project in the way of new jobs and tax revenues. Moreover, this alternative would not advance a number of the Downtown Flushing Development Framework's fundamental goals, including the creation of a regional destination that would enhance economic growth in Downtown Flushing and Corona, improvement of environmental conditions, and integration of new development in the District with surrounding amenities. The former Empire Millwork Corporation Building would remain under private ownership in the No Action Alternative and could be demolished as-of-right; mitigation measures such as photographic documentation would not be required.

NO UNMITIGATED SIGNIFICANT IMPACTS ALTERNATIVE

The No Unmitigated Significant Impacts Alternative explores modifications to the proposed project that would avoid the unmitigated significant impacts to historic and cultural resources, traffic, transit, and pedestrians:

- For historic and cultural resources, this alternative would avoid the demolition of the former Empire Millwork Corporation Building that would occur with Phase 2 of the proposed project. Although this

could be achieved through adaptive reuse, exterior elements would still need to be upgraded to comply with building codes and noise attenuation requirements, and flood protection measures such as gates or pumps would be required to comply with flood insurance requirements. Overall, this alternative would reduce the footprint of any new development, which would result in greater density in the remainder of the District, fewer housing units, less open space, or some combination of these possibilities. As noted above, the former Empire Millwork Corporation Building could be demolished as-of-right under existing conditions, and mitigation measures such as photographic documentation would not be required.

- For traffic, the proposed project and the potential future development on Lot B would result in significant adverse impacts that cannot be fully alleviated with practical mitigation measures. Because of existing congestion at a number of intersections, even a minimal increase in traffic would result in unmitigated impacts. Based on a sensitivity analysis of intersections within the study area, it was determined that in all three phases of the proposed project, the addition of five or fewer vehicles through some intersections would trigger an impact that cannot be fully mitigated. Thus, almost any new development at the project site would result in unmitigated traffic impacts, and no reasonable alternative could be developed to avoid such impacts.
- For transit, the proposed project and potential future development on Lot B would result in significant adverse subway line-haul impacts on the Manhattan-bound No.7 subway line express service during the 2032 AM peak period and on station operations at the Mets-Willets Point subway station under the 2018, 2028, and 2032 With Action conditions. Although the City had consulted with the MTA on extending regular LIRR service to Willets Point, which would be expected to provide substantial relief to the No. 7 subway line and may prevent this significant adverse subway impact from materializing, the implementation of the LIRR service improvement would depend on whether the actual future demand shows that such service improvement is warranted. To avoid this potentially unmitigatable impact, portions or all of Phase 2 of the proposed project and the potential future development on Lot B would need to be eliminated from the current development plan. Almost any new development at the project site would result in the potentially unmitigatable impact on station operations at the Mets-Willets Point subway station, and no reasonable alternative could be developed to avoid such impacts without substantially compromising the proposed project's stated goals..
- For pedestrians, the proposed project and potential future development on Lot B would result in significant adverse impacts at five study area crosswalks upon Phase 1A and Phase 1B completion, in 2018 and 2028, respectively, and at eight study area crosswalks upon the Phase 2 full build-out in 2032. No reasonable alternative could be developed to avoid these impacts without substantially compromising the proposed project's stated goals.

UNAVOIDABLE ADVERSE IMPACTS

Unavoidable significant adverse impacts are defined as those for which there are no reasonably practicable mitigation measures to eliminate the impacts; and there are no reasonable alternatives to the proposed project that would meet the purpose and need of the action, eliminate the impact, and not cause other or similar significant adverse impacts.

As described in "Mitigation," a number of the potential impacts identified for the proposed project could be mitigated. However, as described below, in some cases project impacts would not be fully mitigated.

HISTORIC AND CULTURAL RESOURCES

Phase 2 of the proposed project contemplates demolition of the former Empire Millwork Corporation Building, located at 128-50 Willets Point Boulevard in the Special Willets Point District. Demolition of this building would constitute a significant adverse impact on this historic resource. A developer for Phase 2 has not yet been selected, and QDG may or may not be selected as the designated developer for Phase 2. Before the development of Phase 2, the selected developer will consult with OPRHP and LPC to evaluate any remaining potential alternatives to demolition. If none are identified, measures to mitigate this adverse impact would be developed in consultation with OPRHP and LPC. The mitigation measures could include

recording the building through a HABS-level photographic documentation and accompanying narrative. However, this impact would not be completely eliminated, as the resource would still be demolished. Therefore, consistent with the conclusions of the 2008 FGEIS, the demolition would constitute an unavoidable significant adverse impact on this historic resource as a result of the proposed project.

TRANSPORTATION

Traffic and Parking

The proposed project would result in unmitigated impacts at local intersections and highway elements within the traffic study area and partially mitigated impacts at other locations. Not all of the unmitigated impact locations would occur in all seven traffic analysis periods. This section summarizes the unmitigated and partially mitigated locations based on the mitigation measures described in "Mitigation."

Local Intersections

Under Phase 1A, 8 of the 29 intersections analyzed would have significant impacts that could not be fully mitigated in at least one peak hour, including:

- Astoria Boulevard at 108th Street;
- Northern Boulevard at Prince Street and at Main Street;
- Roosevelt Avenue at 108th Street, 126th Street, College Point Boulevard, and Union Street; and
- Boat Basin Road at Stadium Road.

Under Phase 1B, 14 of the 30 intersections analyzed (there is one additional intersection analyzed in the study area under Phase 1B) would have significant impacts that could not be fully mitigated in at least one peak hour, including the following locations in addition to those cited above for Phase 1A (Note: the intersection of Roosevelt Avenue at 108th Street, which could not be fully mitigated in Phase 1A, could be fully mitigated in Phase 1B):

- Northern Boulevard at Union Street and at Parsons Boulevard;
- 34th Avenue at 126th Street;
- Roosevelt Avenue at 111th Street, at Main Street, and at Parsons Boulevard; and
- Sanford Avenue at Parsons Boulevard.

Under Phase 2, 18 of the 31 intersections analyzed (there is one more intersection analyzed in the study area under Phase 2) would have significant impacts that could not be fully mitigated in at least one peak hour, including the following locations in addition to those cited above for Phase 1B:

- Northern Boulevard at 108th Street and at 114th Street;
- Roosevelt Avenue at 114th Street; and
- Northern Boulevard at College Point Boulevard.

Highway Network

Under Phase 1A, 6 of the 19 highway elements analyzed would have significant impacts that could not be fully mitigated in at least one peak hour, including:

- Westbound Grand Central Parkway (GCP) mainline (east side and west side), between Roosevelt Avenue and the Long Island Expressway (LIE);
- Southbound Whitestone Expressway mainline between Northern Boulevard and Linden Place;
- Ramp from the northbound Whitestone Expressway to the southbound Van Wyck Expressway;
- Ramp from the Grand Central Parkway/eastbound Astoria Boulevard to the northbound Whitestone Expressway/eastbound Northern Boulevard; and
- Ramp from the southbound Whitestone Expressway to westbound Northern Boulevard.

There would be additional highway locations that would be slightly or moderately impacted due to the implementation of mitigation measures at local intersections and highway ramps. In Phase 1A, the eastbound GCP mainline between Roosevelt Avenue and the LIE would be slightly impacted and unmitigated during one of the seven peak traffic analysis hours.

Under Phase 1B, 10 of the 19 analyzed highway elements would have significant traffic impacts that could not be fully mitigated in at least one peak hour, including the following locations in addition to those cited under Phase 1A (Note: the ramp from the northbound Whitestone Expressway to the southbound Van Wyck Expressway, which could not be fully mitigated in Phase 1A, could be fully mitigated in Phase 1B):

- Northbound Van Wyck Expressway mainline between Roosevelt Avenue and the LIE;
- Ramp from the northbound Van Wyck Expressway to eastbound Northern Boulevard;
- Ramp from the northbound Van Wyck Expressway to westbound Northern Boulevard;
- Ramp from westbound Northern Boulevard to the southbound Van Wyck Expressway; and
- Ramp from the westbound GCP toward Stadium Road and the northbound Whitestone Expressway.

As mentioned above for Phase 1A, in Phase 1B there would be additional highway locations that would be slightly or moderately impacted due to the implementation of mitigation measures at local intersections and highway ramps, including the following in addition to the one location cited above for Phase 1A:

- Southbound Van Wyck Expressway mainline between Roosevelt Avenue and the LIE;
- Southbound Whitestone Expressway mainline between Northern Boulevard and Linden Place;
- Ramp from the northbound Whitestone Expressway to the southbound Van Wyck Expressway; and
- Ramp from westbound Northern Boulevard to the southbound Van Wyck Expressway.

Under Phase 2, 11 of the 19 analyzed highway elements would have significant impacts that could not be fully mitigated in at least one peak hour, including the following location in addition to those cited for Phases 1A and 1B:

- Southbound Van Wyck Expressway mainline between Roosevelt Avenue and the LIE.

As mentioned above for Phases 1A and 1B, in Phase 2 there would be additional highway locations that would be slightly or moderately impacted due to the implementation of mitigation measures at local intersections and highway ramps, including the following in addition to locations cited above for Phases 1A and 1B:

- Northbound Whitestone Expressway mainline between Northern Boulevard and Linden Place;
- Ramp from World's Fair Marina/Boat Basin Road to the westbound GCP; and
- Ramp from the northbound Whitestone Expressway to the southbound Van Wyck Expressway.

Some intensive mitigation measures would be required to partially or fully mitigate significant impacts at several locations. If these measures are not implemented, and equivalent mitigation measures are not identified, the number or severity of unmitigated impacts would increase.

TRANSIT AND PEDESTRIANS

The proposed project would potentially result in unmitigated significant adverse impacts on station operations at the Mets-Willets Point subway station under the 2018, 2028, and 2032 With Action conditions, subway line haul operations for the No. 7 line under the 2032 With Action condition, and street level pedestrian facility operations under the 2018, 2028, and 2032 With Action conditions. Not all of these potentially unmitigated impacts would occur in all analysis time periods. This section summarizes the potentially unmitigated and partially mitigated locations; for additional information, see "Mitigation."

Subway Station Operations

Under Phase 2, the proposed project would result in significant adverse impacts on the S-3, S-2, and M-4 stairways located on the north side of Roosevelt Avenue, requiring stairway widenings and the installation of an Americans with Disabilities Act (ADA)-compliant elevator between the street and mezzanine levels. The feasibility of the stairway widening and elevator installation will be further evaluated between the Draft and Final SEIS. In the event these mitigation measures are determined to be infeasible, the projected significant adverse stairway impacts would be deemed unmitigatable.

In addition, NYCT may revert back to its pre-CitiField station operating plan for the Mets-Willets Point subway station, whereby passage through the station between parking in South Lot/Lot D and the north side of Roosevelt Avenue could be made only within the unpaid zone. If NYCT decides to proceed with this plan, which would take place independent of the proposed project, additional impacts for the station's street-level connections and the unpaid zone passageway could occur during game days. Although these impacts would be intermittent, occurring only 40 to 50 times a year, and subject to game-day traffic and pedestrian management, they may potentially be deemed unmitigatable.

Subway Line Haul

Under Phase 2, the proposed project would result in a significant adverse impact on the Manhattan-bound No. 7 subway line express service during the AM peak period. The addition of regular LIRR service to Willets Point would provide substantial relief to the No. 7 subway line and may prevent this significant adverse subway impact from materializing. Since there are constraints on what service improvements are available to NYCT, the identified significant line-haul capacity impact on the No. 7 line would likely remain unmitigated absent the introduction of new LIRR service to the area.

Pedestrians

Under Phases 1A and 1B, widening the east crosswalk of Northern Boulevard and 126th Street could fully mitigate the significant adverse impact during all peak periods. However, if the proposed widening was determined to be infeasible, the projected significant adverse impacts at this crosswalk would be either partially mitigated or unmitigated.

Under Phase 2, widening the east crosswalk of Northern Boulevard and 126th Street, the west crosswalk of Roosevelt Avenue and 126th Street, and the east crosswalk of 34th Avenue and 126th Street could fully mitigate the significant adverse impacts during all peak periods. However, if the proposed widenings were determined to be infeasible, the projected significant adverse impacts at these crosswalks would be either partially mitigated or unmitigated.

In addition, related pedestrian analyses will be prepared for the three intersections (126th Street at 36th Avenue, 126th Street at 37th Avenue, and Northern Boulevard at 126th Place) where additional traffic analyses will also be conducted and presented in the Final EIS. If additional pedestrian impacts are identified, mitigation measures would be explored to address the impacts, or if no practicable mitigation measures can be identified, the impacts would be disclosed as being unmitigatable.

4. MITIGATION MEASURES

COMMUNITY FACILITIES AND SERVICES

As described above, the analysis of indirect effects on child care facilities finds that the proposed project may result in significant adverse impacts on publicly funded child care facilities in 2028. Therefore, consistent with the conclusions of the 2008 FGEIS, to mitigate the potential impact on child care facilities that could occur by 2028, the QDG would consult with ACS to determine whether adding capacity to existing facilities or providing a new child care facility within or near the area surrounding the project site is the appropriate way to meet demand for child care services generated by the proposed project EDC would require, as part of the developer's agreement, that the designated developer of Phase 2 similarly consult with ACS to determine the appropriate way to meet demand for child care services generated by development in the District by 2032.

As described above, the lead agency, in consultation with the Queens Public Library, has determined that the additional population introduced by the proposed project would impair the delivery of library services in the study area in 2032. Therefore, Phase 2 of the proposed project would result in a significant adverse impact on library services. To mitigate this impact, the 125,000 square feet of as-yet-unprogrammed community facility space in the program for Phase 2 could potentially be utilized as a branch library or auxiliary facility for the Queens Library system, or additional volumes or programs to accommodate new users could be provided if adequate space in nearby branches exists. Although no developer has yet been designated for Phase 2, the provision of additional library space in Phase 2 would be based on further consultation with Queens Public Library and the lead agency.

Possible mitigation measures, which would be implemented by the developer(s) of Phase 1B and Phase 2, include adding capacity to existing facilities or providing a new child care facility within or near the area surrounding the project site. At this point, however, it is not possible to know exactly which type of mitigation would be most appropriate and when, because several factors may limit the number of children in need of publicly funded child care slots. Families in the study area could make use of alternatives to publicly funded child care facilities, such as homes licensed to provide family child care which families of eligible children could elect to use instead of a public child care center. In addition, parents of eligible children may use ACS vouchers to finance care at private child care centers either within the study area or could use facilities outside of study area.

HISTORIC AND CULTURAL RESOURCES

There are substantial challenges inherent in retaining the historic building located in the District—the Former Empire Millwork Corporation Building—and the proposed project contemplates demolition of this building in Phase 2. A developer for Phase 2 has not yet been selected, and QDG may or may not be selected as the designated developer for Phase 2. Before the development of Phase 2, the selected developer will consult with the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) and the New York City Landmarks Preservation Commission (LPC) to evaluate any remaining potential alternatives to demolition. If none are identified, measures to mitigate this adverse impact would be developed in consultation with OPRHP and LPC. The mitigation measures could include recording the building through a Historic American Buildings Survey (HABS)-level photographic documentation and accompanying narrative.

TRAFFIC AND PARKING

A broad range of traffic improvement measures would be needed to mitigate projected significant adverse traffic impacts. Intersection traffic improvements will require approval from the New York City Department of Transportation (NYCDOT). Overall, these intersection traffic improvements—including signal phasing and timing changes, traffic signal installations, lane additions, lane re-striping, geometric improvements, channelization improvements and parking prohibitions—fall within the range of typical measures employed by NYCDOT in improving traffic conditions in New York City. Each of the highway network-related improvements would require a collaborative review process between NYCDOT and the New York State Department of Transportation (NYSDOT), and where appropriate, the New York City Department of Parks and Recreation (NYCDPR).

The analyses have not identified significant parking impacts requiring mitigation in its various Build phases. However, the implementation of the traffic mitigation measures would result in the removal of parking or "standing" spaces during various times of the day and days of the week: approximately 60 such spaces during Phase 1A; 91 spaces during Phase 1B; 94 spaces during Phase 2. No designated truck loading/unloading or commercial vehicle zones or bus layover space would be affected.

New traffic signals are proposed at the following, currently unsignalized, intersections: Boat Basin Road at World's Fair Marina; the intersection of the Grand Central Parkway westbound exit ramp at West Park Loop/Stadium Road; Willets Point Boulevard at Northern Boulevard; New Willets Point Boulevard at 126th Street; and the intersection of the eastbound Northern Boulevard ramp to 126th Street at the eastbound

Astoria Boulevard/Grand Central Parkway ramp to eastbound Northern Boulevard. An upgrade to an actuated signal control at the intersection of Boat Basin Road at Stadium Road and traffic signal equipment upgrades from the current mechanical systems to computerized systems at the intersection of College Point Boulevard and Sanford Avenue are proposed in order to accommodate variable signal phase green times among the seven analysis time periods. Should NYCDOT determine that any of the proposed traffic signals are not warranted, alternative means of mitigating significant adverse impacts at those locations will need to be developed or unmitigated impacts may result and would be identified as such in the Final SEIS.

In order to verify the need and effectiveness of the mitigation measures proposed in this SEIS (especially the more cost intensive highway network improvements), the developer, in consultation with the lead agency and NYCDOT, will develop and conduct a detailed traffic monitoring plan at the completion of the buildout phases of the proposed project. The traffic monitoring plan is described further in "Mitigation." The developer will submit to NYCDOT and the lead agency design drawings for any mitigation measures as per American Association of State Highway and Transportation Officials (AASHTO) and NYCDOT specifications. NYCDOT will participate in the review process relating to all future modifications to geometric alignment, striping, and signage during the preliminary and final design phases. In addition, as mutually agreed upon, the City and the developer will be responsible for any cost associated with the monitoring effort. The developer of each phase of the project will be responsible for the cost of the design and construction of any or all mitigation measures identified in this SEIS, for that phase.

Depending on the peak traffic hour analyzed, approximately one-half or more of the significantly impacted intersections could be fully or partially mitigated with traffic signal phasing or timing changes, signalization of unsignalized intersections, lane re-striping, parking prohibitions, or turn prohibitions. Three locations at or near highway exit ramps would require more intensive mitigation measures such as roadway widenings or reconfigurations that have been incorporated in the traffic mitigation analyses. These measures would collectively improve conditions but would not be able to fully mitigate all projected impacts.

Under Phase 1A, the number of unmitigated or partially mitigated intersections would range from a low of two in the weekday AM peak hour on non-game days to a high of six under weeknight pre-game and weekend post-game conditions. Under Phase 1B, the number of unmitigated or partially mitigated intersections would range from a low of four in the weekday AM peak hour on non-game days to a high of 12 under Saturday midday conditions on non-game days. Under Phase 2, the number of unmitigated or partially mitigated intersections would range from a low of eight in the weekday AM peak hour on non-game days to a high of 15 under Saturday midday conditions on non-game days. In addition, the intersections of 126th Street at 36th Avenue, 126th Street at 37th Avenue, and Northern Boulevard at 126th Place are expected to carry a significant amount of project-generated trips in all three project phases. These three intersections were not analyzed for this Draft SEIS since the majority of project-generated trips from the District were assigned to the adjacent analyzed intersections. Since impacts have been identified for these adjacent intersections, the three intersections listed above will be analyzed for the Final SEIS to determine if they would similarly experience significant adverse impacts. If they are found to be significantly impacted under the With Action condition, mitigation measures would be explored to address the impacts, or if no practicable mitigation measures can be identified, the impacts would be disclosed as being unmitigatable.

Improvements to local intersections and highway ramps would also mitigate some, but not all, significant highway impacts. Highway network improvements were not identified as mitigation in the 2008 FGEIS analyses. Both this SEIS and the 2008 FGEIS, however, include the new Van Wyck Expressway ramps as part of the With Action (i.e., Build) analyses in its expected implementation year. Additional evaluations may be needed for the Final SEIS and could identify alternative measures that are deemed preferable to those identified in the Draft SEIS, in which case additional analyses may determine that projected conditions are better than those depicted in the Draft SEIS, or which may identify some deterioration in conditions and potential for previously identified significant adverse impacts that would be unmitigated or partially mitigated.

TRANSIT AND PEDESTRIANS

The proposed project would not result in any significant adverse transit impacts by the 2018 Phase 1A completion. However, it would result in significant adverse bus line-haul impacts on the Q19, Q48, and Q66 bus lines by the 2028 Phase 1B completion. Upon the proposed project's full build-out in 2032, significant adverse transit impacts were identified for the Mets-Willets Point subway station stairs, the No. 7 subway line-haul, and Q19, Q48, and Q66 bus line-haul conditions. In addition, if NYCT reverts back to its pre-CitiField station operating plan for the Mets-Willets Point subway station, which would take place independent of the proposed project, additional interagency coordination is expected to take place to develop the appropriate game-day management strategies. However, additional impacts for the station's street-level connections and the unpaid zone passageway could occur during game days with this reconfiguration. For pedestrian operations, significant adverse impacts were identified for numerous study area crosswalks during all three analysis years.

To mitigate the 2032 significant adverse stairway impacts, the effective widths of the S-3, S-2, and M-4 stairways would need to be widened. In addition, these stairway widenings would need to be accompanied by an Americans with Disabilities Act (ADA)-compliant elevator between the street and mezzanine levels. The feasibility of the stairway widening and elevator installation will be further evaluated between the Draft and Final SEIS. In the event these mitigation measures are determined to be infeasible, the projected significant adverse stairway impacts would be deemed unmitigatable. Since there are constraints on what service improvements are available to NYCT, the identified significant line-haul capacity impact on the No. 7 line would likely remain unmitigated absent the introduction of new LIRR service to the area. The addition of regular LIRR service to Willets Point would provide substantial relief to the No. 7 subway line and may prevent this significant adverse subway impact from materializing. To address the Q19, Q48, and Q66 bus line-haul impacts under Phases 1B and 2 in 2028 and 2032, respectively, substantial service improvements in terms of frequency of service would be required to meet the projected demand. Recognizing that these improvements may not be operationally viable or adequate in accommodating the projected future demand from developments planned for the District, discussions were initiated with NYCT to explore opportunities to extend existing bus routes from adjacent neighborhoods (e.g., downtown Flushing) and/or creating new bus routes. To accommodate these potential service improvements, new bus stops and layover areas would be needed in and around Willets West and the District. The City will collaborate with MTA and NYCT during and after this environmental review process to ensure that adequate bus service improvements would be implemented.

To address the significant adverse pedestrian impacts, crosswalk widenings were proposed either solely or in conjunction with the proposed traffic mitigation measures. In some cases, achieving the widening necessary to mitigate the projected significant adverse impacts may not be feasible. Hence, these crosswalk impacts would be either partially mitigated or unmitigated. In addition, related pedestrian analyses will be prepared for the three intersections (126th Street at 36th Avenue, 126th Street at 37th Avenue, and Northern Boulevard at 126th Place) where additional traffic analyses will also be conducted and presented in the Final EIS. If additional pedestrian impacts are identified, mitigation measures would be explored to address the impacts, or if no practicable mitigation measures can be identified, the impacts would be disclosed as being unmitigatable.

It should be noted that pedestrian volumes at some of the impacted crosswalks could be substantially lower if an areawide bus service improvement is implemented, as discussed above. As a result, some of the projected significant adverse pedestrian impacts may not occur or may occur to a lesser extent, requiring no or less mitigation. The reduction of pedestrian volumes at these crosswalk locations could also lessen pedestrian conflicts with turning vehicles, thereby potentially lessening the projected traffic impacts and required traffic mitigation measures. Similar to the proposed traffic mitigation measures, the eventual implementation of the proposed pedestrian mitigation measures would be subject to a monitoring program undertaken by the developer, in consultation with the lead agency and NYCDOT, to determine actual needs upon completion and occupancy of various components during the three phases of the proposed project.

AIR QUALITY

The proposed project would not result in significant adverse impacts on air quality. Therefore, no air quality mitigation is required. Since the proposed traffic mitigation measures would alter traffic conditions when compared with the proposed project, the localized air quality impacts with mitigation were modeled. With traffic mitigation measures, the predicted 8-hour average carbon dioxide concentration increments from mobile sources were predicted to be below the CO *de minimis* concentration, and the PM_{10}24-hour concentrations when added to the background PM_{10}levels were predicted to be less than the National Ambient Air Quality Standard. $PM_{2.5}$ concentration increments above 2 $\mu g/m^3$ were predicted. Based on the magnitude, extent, and frequency of 24-hour average $PM_{2.5}$ concentrations above 2.0 $\mu g/m^3$, the proposed project with traffic mitigation would not result in significant $PM_{2.5}$ impacts. Furthermore, the maximum predicted 24-hour average concentrations with traffic mitigation when added to the $PM_{2.5}$ background concentration of 26 $\mu g/m^3$ would be less than the corresponding NAAQS of 35 $\mu g/m^3$.

NOISE

The proposed project would not result in any significant adverse noise impacts. Therefore, no noise mitigation measures are required. Since the proposed traffic mitigation measures would alter traffic conditions when compared with the proposed project, noise levels at sensitive receptor locations with the traffic mitigation measures in effect were examined. The analysis of noise levels with the proposed traffic mitigation measures found that noise levels would increase less than 1 dBA with the proposed traffic mitigation measures, which would be considered imperceptible and insignificant according to CEQR criteria.

5. GROWTH-INDUCING ASPECTS OF THE PROPOSED ACTIONS

Growth-inducing aspects of the proposed project are "secondary" impacts from the project that could trigger additional development in areas outside of the project site that would not have occurred without the proposed project. The *CEQR Technical Manual* indicates that an analysis of the growth-inducing aspects of a proposed action is appropriate when an action either adds substantial new land use, new residents, or new employment that could induce additional development of a similar kind or of support uses, such as retail establishments to serve new residential uses; and/or introduces or greatly expands infrastructure capacity.

While the uses proposed for Willets West and the Special Willets Point District would contribute to growth in the local Queens, City, and State economies, they would not be expected to induce notable growth outside of the project site and the anticipated development on Lot B. It is unlikely that the proposed project and potential future development on Lot B would alter land use patterns in surrounding neighborhoods. Given the recent trend to redevelop underutilized sites near the Flushing River waterfront, it is possible that the proposed project and new development on Lot B could encourage further redevelopment of some nearby underutilized sites along the Flushing River. However, given that such changes are already under way, potential development parcels are limited, and the project site is physically separated from surrounding neighborhoods by water bodies, roadways, and parkland, the ability of the proposed project to alter land use and economic patterns or induce substantial growth in the study area would be minimal.

Substantial infrastructure and roadway improvements would be provided as part of the proposed project. The infrastructure and roadway improvements included in the proposed project are intended to support the anticipated growth in the Willets West and District portions of the project site, as well as the potential future development of Lot B. The infrastructure in the study area is already well-developed such that improvements associated with the proposed project would not induce additional growth.

6. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

There are a number of resources, both natural and built, that would be expended in the construction and operation of the proposed project. These resources include the building materials used in construction of the proposed project; energy in the form of gas and electricity consumed during construction and operation of the proposed project; and the human effort required to develop, construct, and operate various components

of the proposed project. They are considered irretrievably committed because their reuse for some purpose other than the proposed project would be highly unlikely. The proposed project constitutes a commitment of the project site as a land resource, thereby rendering the land's use for other purposes infeasible. However, the transformation of surface parking lots and a largely underutilized site with substandard conditions and substantial environmental degradation into a lively, mixed-use, sustainable community and regional destination would be an improvement to the District and areas surrounding CitiField.

7. NEW YORK STATE ENVIRONMENTAL CONSERVATION LAW

This Notice of Completion for the Draft Supplemental Environmental Impact Statement for the Willets Point project has been prepared in accordance with Article 8 of the New York State Environmental Conservation Law.

8. CONTACTOFFICE

Requests for copies of this DSEIS should be forwarded to the contact office, Mayor's Office of Environmental Coordination, 100 Gold Street—2nd Floor, New York, NY 10038, or by email to rkulikowski@cityhall.nyc.gov or telephone to (212)788-9956. The DSEIS is also available on the New York City Office of Environmental Coordination website:

http://www.nyc.gov/oec

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Date