Willets Point Development
Draft Scope of Work for a
Supplemental Environmental Impact Statement

CEQR Number 07DME014Q

A. PROJECT IDENTIFICATION

INTRODUCTION

This Draft Scope of Work for a Supplemental Environmental Impact Statement (SEIS) addresses proposed modifications to the previously-approved Willets Point Development Plan for the approximately 61-acre Willets Point district in Queens, to include the proposed "Willets West" development on the surface parking lot west of the CitiField baseball stadium; the development of structured parking facilities on surface parking Lot D and South Lot along Roosevelt Avenue, adjacent to the stadium (see **Figures 1 and 2**); changes to the phasing of the project; and federal approval of the Freeway Access Modification Report (AMR) for new vehicular connections from the Willets Point district to the Van Wyck Expressway. With these modifications, the Willet Point Development site would comprise 108.9 acres.

A Final Generic Environmental Impact Statement (FGEIS) for the Willets Point Development Plan was issued in September 2008 by the Office of the Deputy Mayor for Economic Development (ODMED) as lead agency under the New York State Environmental Quality Review Act (SEQRA), its implementing regulations (6 NYCRR Part 617), and New York City Environmental Quality Review (CEQR). The approved project was for redevelopment of a largely underutilized site with substandard conditions and environmental degradation—into a lively, sustainable community and regional destination with approximately 8.94 million square feet of residential, retail, hotel, convention center, entertainment, commercial office, community facility, open space, and parking uses. Other than some sewer infrastructure work, redevelopment of the Willets Point district has not commenced since the issuance of the FGEIS in 2008.

BACKGROUND

Since World War II, there have been numerous attempts to redevelop Willets Point, which became known over the years for its many auto repair businesses and junkyards. Since 2000, these planning efforts have accelerated. In 2001, the City's Department of Housing Preservation and Development's (HPD) design workshop explored potential redevelopment ideas and recommended land uses that would connect Willets Point with neighboring communities and complement nearby attractions and facilities. In 2002, the City created the Downtown Flushing Task Force, which outlined land use and economic goals for the redevelopment of Willets Point in its Downtown Flushing Development Framework. The Downtown Flushing Development Framework became the starting point for the City's creation of the Willets Point Development Plan, which was approved by the City Council in 2008. The numerous actions required for the Willets Point Development Plan—which included the creation of a new special zoning district (the Special Willets Point District) and an urban renewal plan for the area—required review under SEQRA and CEQR. The FGEIS and subsequent technical memoranda, which assessed the potential effects of the proposed actions and their modifications, were accepted by ODMED and SEQRA findings were issued on February 11, 2011.

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Project Site Boundary

0 500 1000 FEET

SCALE

Project Site Map

Figure 1

Existing Site Plan
Figure 2

After the City Council's approval of the Willets Point Development Plan, the City issued a Request for Qualifications and subsequent Request for Proposals for the redevelopment of this area. The City has also undertaken several measures that support the goals of the Willets Point Development Plan, including measures related to site acquisition, assistance for District workers, advancement of the proposed connections to the Van Wyck Expressway, and ongoing infrastructure work. Adjacent to the Willets Point district, the new CitiField stadium opened in 2009, replacing the former Shea Stadium, and the area formerly occupied by Shea Stadium was converted to a surface parking lot.

In 2012, in response to a competitive Request for Proposal (RFP) process, the Queens Development Group—a joint venture between the Related Companies and Sterling Equities—was selected as the City's designated developer for Phases 1A and 1B (formerly Phase 1) of the Willets Point Development Plan. The applicant is proposing to include in its proposed development additional land beyond the boundaries of the Special Willets Point District in order to develop portions of the CitiField parking field west of the stadium ("Willets West"). The applicant is also proposing to develop interim parking uses on a portion of the land within the Special Willets Point District to accommodate the stadium's parking demand during the initial phase of the area's proposed redevelopment. The discretionary actions needed for the proposed modifications include a special permit to allow surface parking and recreational uses within the Special Willets Point District, and modification of the City's existing lease for the CitiField parking lot, as well as potential additional actions discussed below.

CURRENT PROJECT

The project applicant proposes to expand the proposed redevelopment of the Willets Point area to include portions of the CitiField stadium parking areas. The new proposed development plan (referred to here as the "proposed project") would redevelop the Willets Point/CitiField area with a mix of uses over a period of 20 years. The proposed project would incorporate a development in the Special Willets Point District substantially similar to what was anticipated and analyzed in the 2008 FGEIS and subsequent technical memoranda, as well as a major entertainment/retail component and parking west of CitiField.

The project applicant would obtain a level of LEED® certification that is consistent with the City's greenhouse gas reduction goals for each building within Phases 1A and 1B (described below). For Phase 1B, the project applicant would also obtain LEED® ND certification. Moreover, to the extent Local Law 86 of 2005 applies to any portion of Phases 1A and 1B, the project applicant would comply with the law's requirements.

The project is anticipated to proceed in three continuous phases:

Phase 1A: The initial remediation and development of an approximately 23-acre portion of the Special Willets Point District with a 200-room hotel, approximately 30,000 square feet of retail space, and a 2,800-space surface parking area/off-season public recreation space; the development of the parking field west of CitiField with "Willets West"—an entertainment/retail center of approximately 1.4 million gross square feet (one million sf of gross leasable area) and a 2,900-space parking garage; and the development of a structured parking facility on the westernmost CitiField surface parking lot south of Roosevelt Avenue. The illustrative site plans for this phase are shown in **Figures 3a and 3b**. It is anticipated that Phase 1A would be completed by 2018.

Phase 1B: The replacement of the interim surface parking area/off-season recreation space on the approximately 23-acre affected portion of the District and the creation of approximately 4.23

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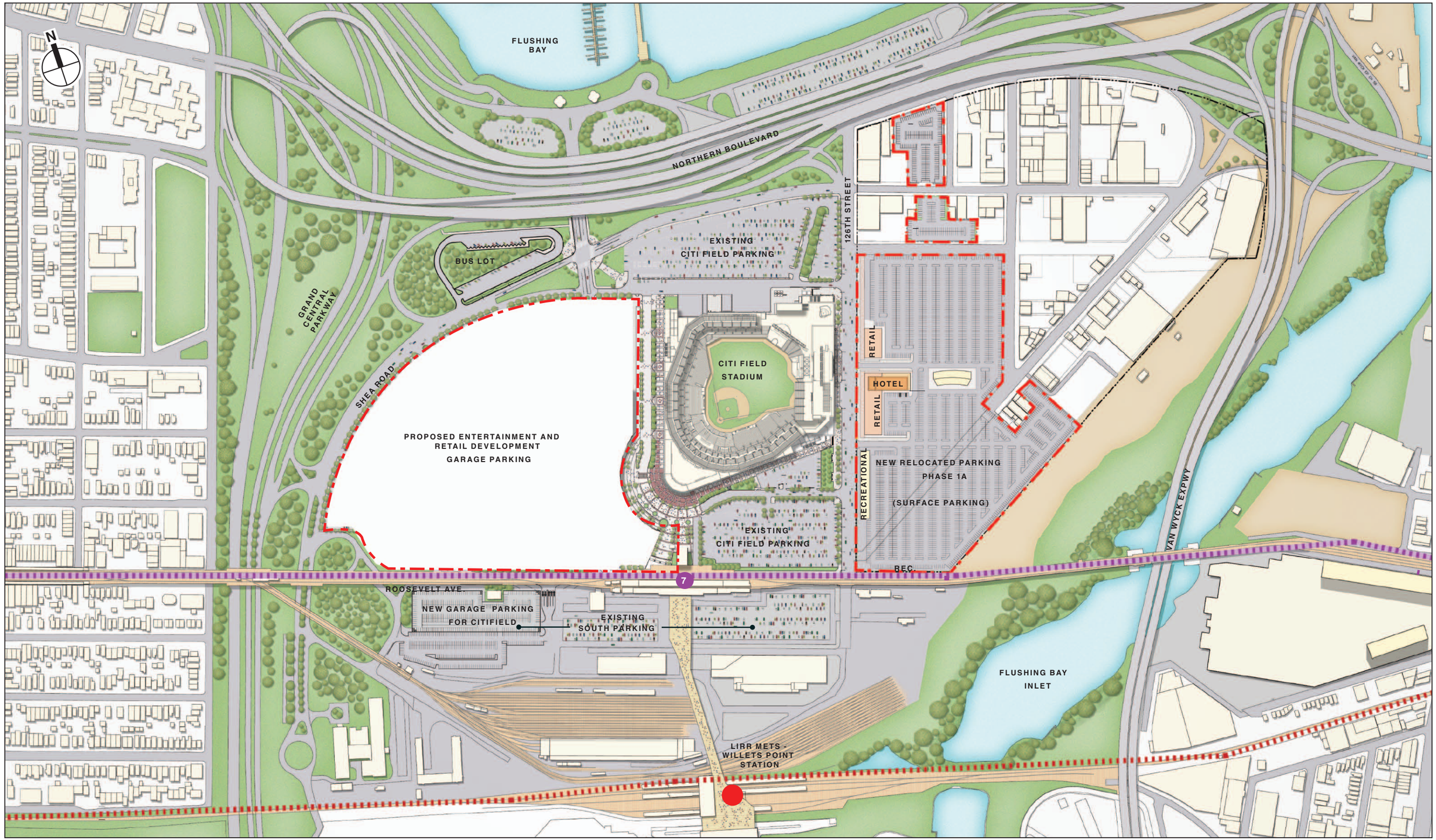

Illustrative Site Plan, Phase 1A - Parking Plan

Figure 3a

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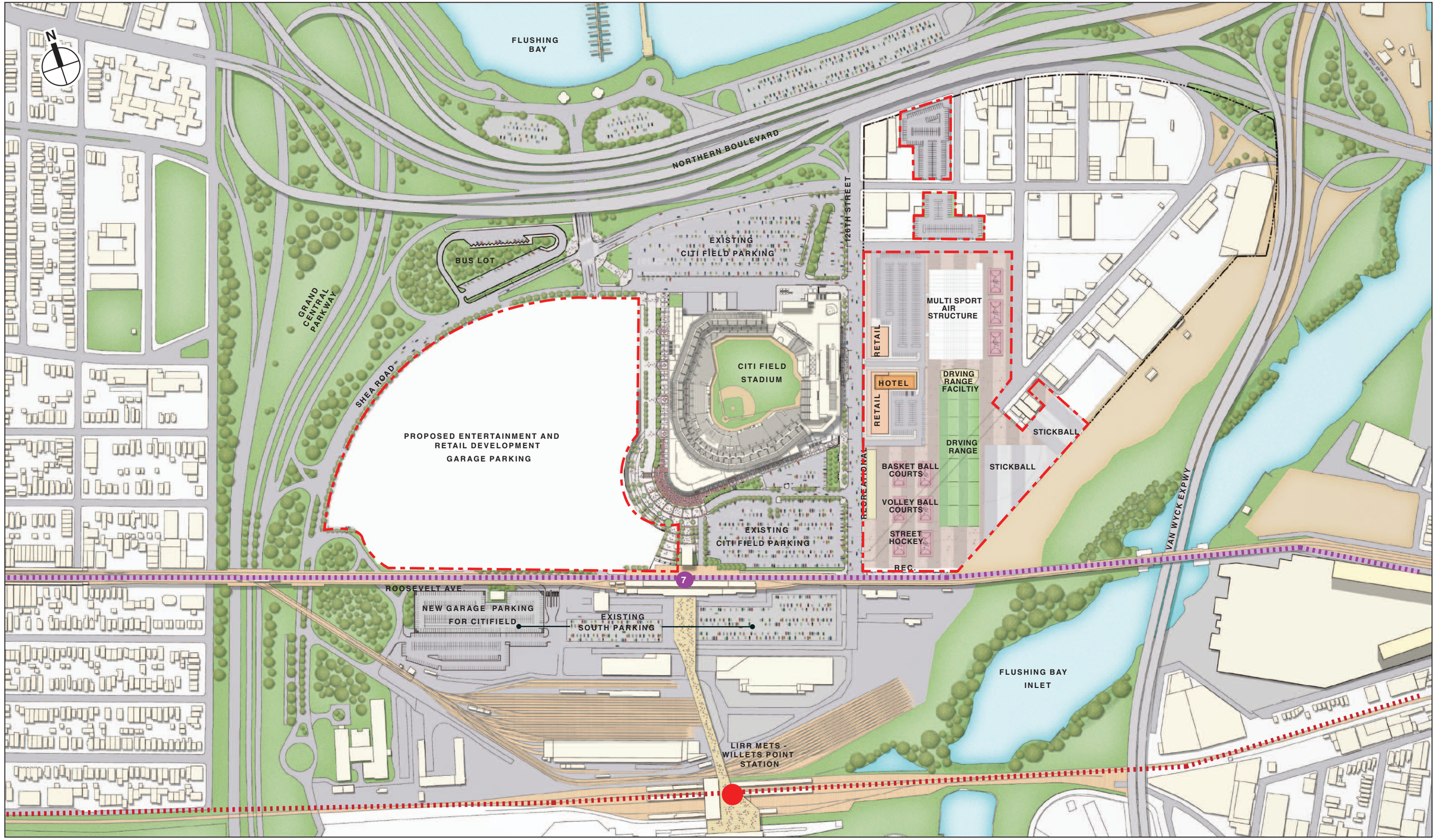


Illustrative Site Plan, Phase 1A - Recreation Plan

Figure 3b

million square feet of residential, retail, office, hotel, public school, community facility, enclosed parking, and public open space uses. The 2,625 spaces of replacement Mets parking is currently anticipated to be relocated into new structured parking facilities on the CitiField surface parking lots south of Roosevelt Avenue (South Lot/Lot D). The illustrative site plan for this phase is shown in **Figure 4**, and **Figure 5** provides illustrative renderings comparing Phases 1A and 1B to existing conditions. It is anticipated that Phase 1B would be completed by 2028. It is also assumed that the recently approved Van Wyck Expressway ramp improvements would be completed by 2024.

Phase 2: The completion of the full build-out of the Willets Point district substantially as anticipated in the FGEIS is expected by 2032. The illustrative site plan for Phase 2 is shown in **Figure 6.** In addition, consistent with the analysis presented in the FGEIS, the SEIS will analyze the development of parking, retail, and office uses by 2032 on Lot B, a portion of the CitiField leasehold along Roosevelt Avenue.

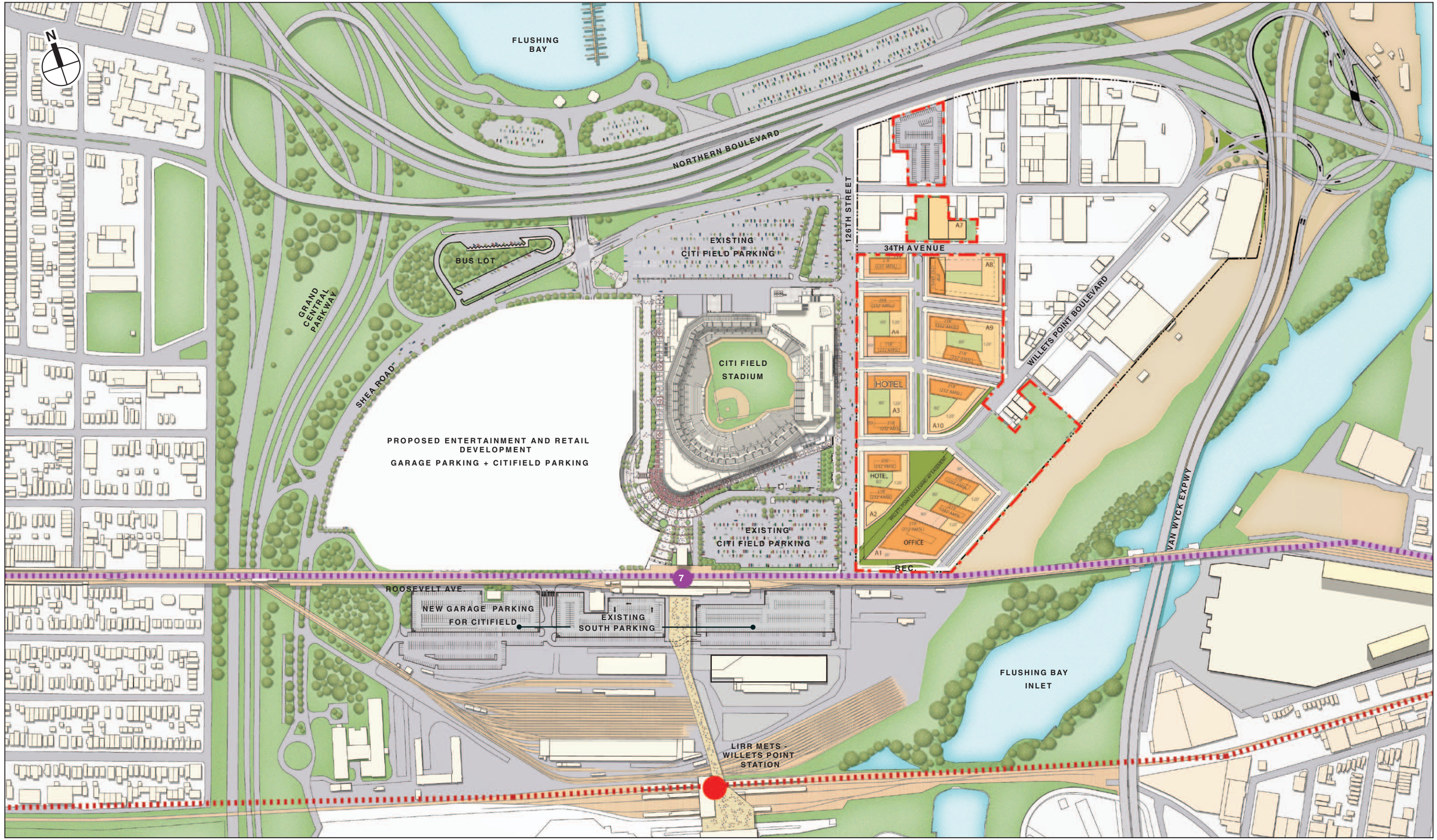
The project sponsor is seeking discretionary actions that would allow implementation of the proposed project for the project site, which is expanded from what was analyzed in the 2008 FGEIS. Because the proposed project may result in significant adverse environmental impacts not identified in the FGEIS, an SEIS is being prepared. The SEIS will analyze the extent to which the development and discretionary actions as currently proposed could potentially result in any significant adverse environmental impacts not previously identified in the FGEIS.

Specifically, the SEIS will consider differences between the programs and site plans as described in the FGEIS and the current proposed program, site plan, and actions. The SEIS will also consider changes in background conditions on the project site and in the surrounding areas to reflect the current status of planned and proposed projects and the new anticipated year of completion for the proposed project.

DESCRIPTION OF THE PROJECT SITE

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 MTA Corona Rail Yard to the south, and Shea Road to the west (see **Figure 1**). The "Willets Point" portion of the project site (the Special Willets Point District) comprises approximately 61 acres, approximately 15.8 acres of which are within public street rights-of-way, approximately 0.6 acres of which are owned by the Metropolitan Transportation Authority (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 FGEIS was completed in 2008, the City has acquired a number of the lots within the District. The current tenants and uses within the District are anticipated to be substantially as described in the FGEIS and subsequent technical memoranda.

The "Willets West" portion of the project site is parkland that comprises an approximately 30.7-acre section of the surface parking field adjacent to 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. 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 lots, which comprise a portion of Block 2018, Lot 1500, are collectively approximately 12.1 acres in size. Lot D and South Lot are used for commuter parking and United Stated Tennis Association National Tennis Center events when baseball games are not in progress.

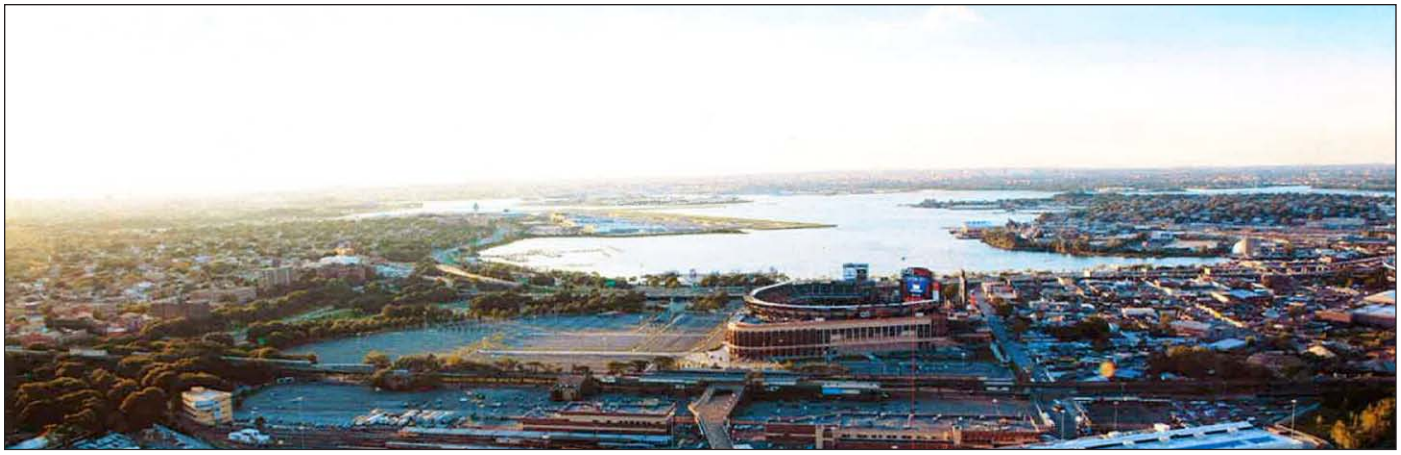


Publicly-Accessible Open Space within the Special Willets Point District

Private Open Spaces within the Special Willets Point District

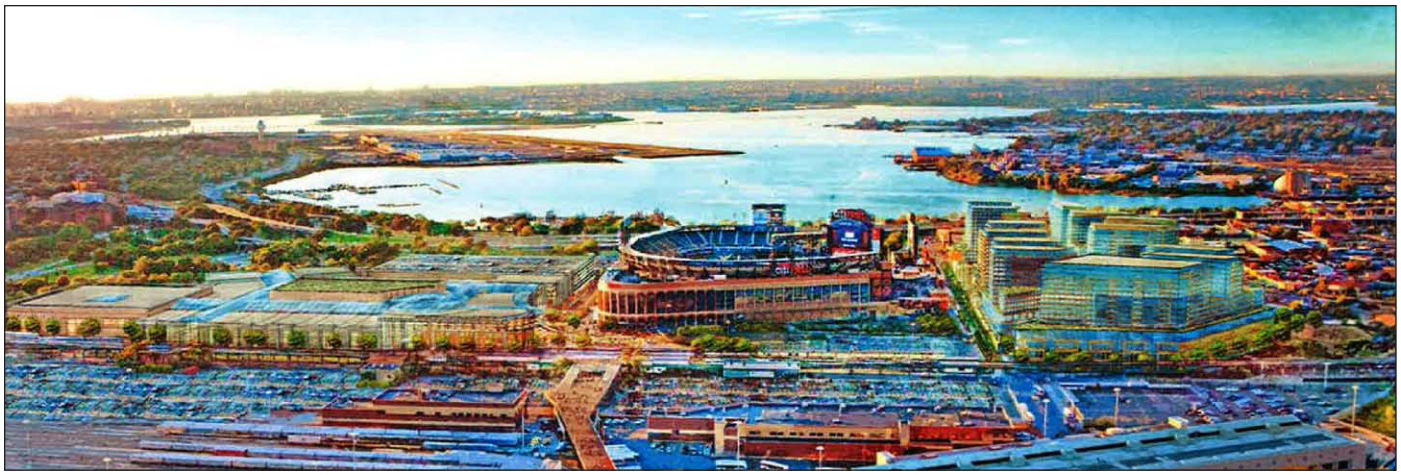
Illustrative Site Plan, Phase 1B

Figure 4



Existing Conditions

Illustrative rendering of Phase 1A



Illustrative rendering of Phase 1B

Aerial View of Project Site

Figure 5

Publicly-Accessible Open Space within the Special Willets Point District

Private Open Spaces within the Special Willets Point District

WILLETS POINT Development

Illustrative Site Plan, Phase 2

Figure 6

In total, the project site comprises 108.9 acres.

PRIOR ENVIRONMENTAL REVIEW

The 2008 FGEIS examined the potential for significant impacts resulting from the redevelopment of the project site in the impact categories of land use, zoning and public policy; socioeconomic conditions; community facilities; open space; shadows; historic resources; urban design and visual resources; neighborhood character; natural resources; hazardous materials; waterfront revitalization program; infrastructure; solid waste and sanitation; energy; traffic and parking; transit and pedestrians; air quality; noise; construction impacts; and public health. The FGEIS found that no significant adverse environmental impacts would result from the proposed development plan with respect to land use, zoning and public policy; socioeconomic conditions; open space; shadows; urban design and visual resources; neighborhood character; natural resources; waterfront revitalization program; infrastructure; solid waste and sanitation; energy air quality; construction impacts; and public health. Potentially significant impacts were identified for publicly-funded child care, historic resources, hazardous materials, traffic, transit and pedestrians, and noise.

Subsequent to the issuance of the FGEIS, the City Planning Commission proposed several modifications to the Special Willets Point District zoning regulations. These modifications were described, and their potential for significant adverse environmental impacts examined, in a technical memorandum dated September 23, 2008, which found that there were no additional impacts due to the modifications that had not been disclosed in the FGEIS. The City Planning Commission voted in favor of the Willets Point Development Plan with those modifications on September 24, 2008.

Following the City Planning Commission vote, new information became available related to: negotiated property acquisition by the City in the District; Phase II Environmental Site Investigations (ESIs) in the District; the amount of affordable housing to be provided in the District (an increase from 20 to 35 percent); and projected school and day care populations. This information was described, and its potential to result in significant adverse environmental impacts not previously identified was examined, in a technical memorandum dated November 12, 2008. That technical memorandum concluded that none of the newly available information would lead to significant adverse environmental impacts that had not been identified and addressed in the FGEIS. The City Council voted to approve the Willets Point Development Plan with the City Planning Commission modifications on November 13, 2008.

In 2009, the City considered the effect of the economic downturn on the Willets Point project. The City anticipated that economic conditions would make it challenging for developers to finance the acquisition and remediation of the entire Willets Point site at one time and prior to any development, as described in the FGEIS. In a technical memorandum dated November 23, 2009, an Adjusted Plan for Willets Point was analyzed similar to the Staged Acquisition Alternative analyzed in the FGEIS. In the Adjusted Plan, remediation and development of an initial portion of the District would proceed first, followed by remediation and development of the remaining portion of the District. The Adjusted Plan assumed the same overall development program at full build-out as the Staged Acquisition Alternative (with revisions described in the prior technical memoranda), but anticipated a smaller development footprint during the first years of development, with approximately 70 percent as much floor area in the initial phase compared to the Staged Acquisition Alternative.

In a technical memorandum dated February 10, 2011, the City considered an Updated Plan that was similar to the Adjusted Plan analyzed in the 2009 technical memorandum as well as to the Staged Acquisition Alternative analyzed in the FGEIS. Compared to both the Adjusted Plan and the Staged Acquisition Alternative, the Updated Plan anticipated a smaller development footprint and less overall development (approximately 1.345 million gsf) in the first phase; however, at full build-out the Updated Plan would develop the District with the same gross floor area and mix of uses as the Approved Plan (with subsequent revisions described in the prior technical memoranda) and would have the same controls on floor area ratios set forth in the provisions of the Special District zoning text that has been approved by the City Planning Commission and the City Council.

A substantial difference between the Approved Plan and the Updated Plan was the timing of property acquisition and construction phasing. Under the Approved Plan, the necessary remediation, grading, and infrastructure improvements would take place across the District at the beginning stages of construction; in comparison, with the Updated Plan (as with the Staged Acquisition Alternative and the Adjusted Plan), development activities would proceed incrementally, with the necessary remediation, grading, infrastructure improvements, and construction activities associated with the buildings in the southwestern portion of the District to occur first, and construction activities on the remainder of the District to follow. Whereas the Staged Acquisition Alternative and Adjusted Plan assumed the District's connections to the Van Wyck Expressway would be constructed before the end of the first phase of development, with the Updated Plan these connections would be completed no later than after the end of the first phase of development and before the first building to be developed in the second phase of construction is completed. Some negotiated acquisition might also occur within the remainder of the District during the initial phase of development.

The new connection to the Van Wyck Expressway, which was assumed in the FGEIS and subsequent technical memoranda, was subject to federal approval of the Freeway Access Modification Report (AMR). A Finding of No Significant Impact was issued and the AMR was approved in April 2012, and the City has committed capital funds for its construction.

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 spanning both sides of the new CitiField, the proposed project would allow for a more comprehensive and continuous neighborhood transformation linking Flushing and Corona. The environmental degradation of the 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 substantially as anticipated and analyzed in the 2008 FGEIS, 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 development of the 1.4 million square foot (1 million leasable square foot) development at Willets West combined with a concurrent reduction in the overall amount of destination retail in the Willets Point district from 1.7 million square feet to 1.25 million square feet to account for Willets West. The SEIS also assumes 5.85 million square feet of residential development to match the highest amount of residential analyzed in the FGEIS, and a 230,000-square-foot school rather than the FGEIS's 130,000 square-foot school to account for the potential for the project to require a greater number of school seats.

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 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, and a 2,800-space surface parking area would be developed within the District east of the retail and hotel uses. The parking area would be converted to active recreational use a minimum of 6 months per year during the major league baseball off-season and potentially during selected other times of year. This interim parking/recreational area would be replaced by permanent development in Phase 1B, as described below (with the exception of a small number of parking spaces accessory to the hotel). Work is currently underway by the City on the construction of a sanitary sewer main and reconstruction of a storm sewer and outfall to support the redevelopment of Willets Point, which currently lacks this basic infrastructure.

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 sf of gross leasable area)—would be developed on a portion of the surface parking lot west of CitiField (see **Figures 3a** and **3b**). This entertainment and retail center, which would be developed on 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 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 spaces for the entertainment/retail center and 400 spaces as replacement parking to be used 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 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 by 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. The program would include approximately 4.23 million square feet of development: 2.49 million sf of residential use (2,490 units, 872 of which would be affordable), 875,000 sf of retail serving the community, 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 five acres of new public open space (see **Figure 4**). This development is anticipated to be developed organically, 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 2,725 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 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 by 2028.

PHASE 2

In Phase 2, the remainder of the Special Willets Point District would be built out substantially as described in the 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 within the District, including: up to 5.85 million square feet (approximately 5,850 units) of residential use, including affordable housing; 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 would be determined based on project-generated demand, but is anticipated to be no more than the 6,700 spaces identified in the FGEIS. 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. The development of Phase 2 would be subject to a separate RFP process, under which the Queens Development Group may or may not be selected as the designated developer. Phase 2, illustrated in **Figure 6,** assumes a similar generic programming to that analyzed in the FGEIS, while Phase 1A and Phase 1B have discrete programs and designs. In addition, consistent with the analysis presented in the FGEIS, the SEIS will analyze the development of parking, retail, and office uses by 2032 on Lot B, a portion of the CitiField leasehold along Roosevelt Avenue.

Table 1 below provides a summary of the proposed program, by phase.

Table 1
Summary of Proposed Program, by Phase

Use (gsf)	Project Area	Phase 1A	Phase 1B	Phase 2	Totals by Use
Retail	SWPD	30,000	875,000	345,000	1,250,000
	WW	1,400,000[1]			1,400,000
Hotel	SWPD	160,000 [200 keys]	235,000 [290 keys]	165,000 [210 keys]	560,000 [700 keys]
Residential	SWPD		2,490,000 [2,490 units]	3,360,000 [3,360 units]	5,850,000 [5,850 units]
Parking	SWPD	75 [2,725]	2,625	4,000	6,700[2,3]
	WW	2,500 [400]			2,500 [400]
	Lot D/South Lot	[1,068[4]]	[2,725[5]]		1,795[6] [3,893]
School[7]	SWPD		105,000	125,000	230,000
Community Facility	SWPD		25,000	125,000	150,000
Office	SWPD		500,000		500,000
Convention Center	SWPD			400,000	400,000
Open Space	SWPD	TBD	5 acres	3 acres	8 acres[8]
Total[9]		**1,590,000 gsf 2,575 spaces [4,193 spaces]**	**4,230,000 gsf 2,625 spaces [2,725 spaces] 5 acres**	**4,520,000 gsf 4,000 spaces 3 acres**	**10,340,000 gsf 9,200 spaces [4,193 spaces][3] 8 acres**

Notes: SWPD = Special Willets Point District
WW = Willets West
Unless otherwise noted, uses are within Special Willets Point District.
(###) = Replacement Mets parking spaces.
[1]Anticipated to include cinema use and approximately 400,000 sf of common area.
[2]The number of proposed parking spaces would be determined based on project-generated demand. Parking floor area is exempt from the gross floor area calculations, per the Special Willets Point District.
[3]Total is not cumulative, as the 2,725 replacement Mets parking spaces developed in Phase 1A would be removed in Phase 1B.
[4]Net Mets replacement spaces over 1,795 spaces currently in Lot D/South Lot. There will be a total of 2,863 spaces in these lots upon completion of Phase 1A.
[5]Replaces the spaces developed in SWPD in Phase 1A, which would be relocated to Lot D/South Lot.
[6]Spaces currently in Lot D/South Lot, which would be incorporated into new structured parking facilities on those lots. These existing spaces were not included in the Phase 1A and Phase 1B figures, which included only new and replacement spaces.
[7]Phase 1B school use would be expanded in Phase 2. Its size would be determined in response to the analysis of need in the community facilities chapter.
[8]Some of the open spaces developed in Phase 1B would be replaced or expanded with new open space in Phase 2. The cumulative total of open space to be developed within the District is 8 acres.
[9]Cumulative analysis will also consider the potential development analyzed in the FGEIS for Lot B (184,500 retail, 280,000 sf office; replacement of existing 598 parking spaces is assumed to occur on site; development-generated need for 310 spaces anticipated to be satisfied within the District and CitiField parking areas).

COMPARISON OF SEIS AND FGEIS

The actions requested to facilitate the proposed project would not change the underlying zoning of the Special Willets Point District and the same overall development of 8.94 million square

feet would still be permitted within the District. However, the proposed project would differ from the development analyzed in the FGEIS since the FGEIS program did not include any development at Willets West (outside the Willets Point District) and did not anticipate the use of the District for surface public parking and recreation. Furthermore, since 1.4 million square feet (1 million leasable square feet) of retail is proposed to be developed at Willets West, it was assumed that less destination retail would be developed within the Willets Point District. Therefore, to account for the additional retail development at Willets West, this SEIS analyzes 1.25 million square feet of retail in the Willets Point District rather than 1.7 million square feet. An increase of 100,000 square feet of school space within the Willets Point District is also assumed in this SEIS in order to account for potential increases in the number of school seats required for the new residential population in the district. See **Table 2** below for a comparison of the proposed project for the District vs. the program analyzed in the FGEIS. Any uses that are not listed in the table below are not proposed to change from the program analyzed in the FGEIS.

Table 2: Totals by Use in Special Willets Point District
Proposed Program vs. FGEIS

District Use	SEIS Proposed Program	FGEIS
Retail	1,250,000	1,700,000
Residential	5,850,000 [5,850 units]	5,550,000 [5,500 units] *(Convention Center Scenario)* 5,850,000 [5,850 units] *(No Convention Center Scenario)*
Public School	230,000	130,000

REQUIRED APPROVALS

The proposed project is expected to seek the following discretionary public approvals:

- 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;
- Certification by the CPC Chairperson pursuant to ZR Section 124-05;
- 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); and
- Approval by the New York City Industrial Development Agency (IDA) for the waiver of mortgage recording tax for property within the Special Willets Point District.

In addition to the discretionary approvals listed above, the phasing of the development within the Special Willets Point District will require certain technical revisions to the previously-approved City Maps that modify the staging for the closure of city streets. This would not be a discretionary approval as the revisions would not result in the demapping of any additional city streets beyond those previously approved for demapping. Public Design Commission approval also will be required for the Willets West development. In addition to the above approvals,

confirmation that all proposed buildings fall within the maximum Federal Aviation Administration (FAA) height limitations would be sought from the FAA; however, no approval or permit to exceed such permitted heights is anticipated to be sought.

B. CITY ENVIRONMENTAL QUALITY REVIEW

Because the proposed project requires discretionary approvals from the New York City Department of City Planning (DCP), New York City Department of Parks and Recreation (DPR), the Office of the Deputy Mayor for Economic Development (ODMED), and the Borough Board, it is subject to CEQR. ODMED is the CEQR lead agency for the proposed project. The SEIS will follow the guidance of the 2012 *CEQR Technical Manual* (revised June 18, 2012) with respect to environmental analyses and impact criteria.

Scoping is the first step in SEIS preparation and provides an early opportunity for the public and other agencies to be involved in the SEIS process. Scoping is intended to determine the range of issues and considerations to be evaluated in the SEIS. The goals of scoping are to focus the EIS on potentially significant impacts and to eliminate from consideration issues that are irrelevant or insignificant. This Draft Scope of Work for the SEIS has been prepared to describe the proposed project and development program, present the proposed content of the SEIS, and discuss the analytical procedures to be followed.

A public scoping meeting will be held. The period for submitting written comments will remain open until the end of the tenth day after the close of the scoping meeting. The Final Scope of Work for the SEIS will incorporate all relevant comments made on the draft scope and will revise the extent or methodologies of the studies, as appropriate, in response to comments made during the scoping process and to include any other necessary changes to the scope of the SEIS. The Draft SEIS will be prepared in accordance with the Final Scope of Work for the SEIS.

C. ANALYSIS FRAMEWORK

OVERVIEW

The SEIS for the development of the project site will supplement the 2008 FGEIS. The SEIS will contain:

- A description of the proposed project and its environmental setting;
- A description of the evolution of project site conditions since 2008;
- The identification and analysis of any significant adverse environmental impacts of the proposed project, including the short- and long-term impacts;
- An identification of any significant adverse environmental impacts that cannot be avoided if the proposed project is implemented;
- A discussion of reasonable alternatives to the proposed project;
- An identification of irreversible and irretrievable commitments of resources that would be involved in the proposed project, should it be implemented; and
- The identification and analysis of practicable mitigation to address any significant adverse impacts generated by the proposed project not previously identified in the FGEIS.

ANALYSIS APPROACH

Each chapter of the SEIS will first summarize the conclusions of the FGEIS for that particular technical area. Then, the chapter will assess whether changes in the analysis years and background conditions, variations between the proposed project and the redevelopment assumed in the FGEIS, and new proposed actions could result in new or different significant adverse impacts than those disclosed in the FGEIS. Existing conditions will be updated as necessary and described. Next, the chapter will project 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 will be described, the differences between the future without and with the proposed project will be measured and assessed with respect to significance criteria, and any significant adverse environmental impacts will be disclosed. To the extent that specific discretionary actions or program elements could potentially alter the conclusions in the FGEIS, the SEIS will focus on evaluating the potential significant adverse impacts of those actions or elements. The SEIS will also identify and analyze appropriate mitigation for any significant adverse environmental impacts.

REASONABLE WORST-CASE DEVELOPMENT SCENARIO

The proposed program detailed above, along with the potential development analyzed in the FGEIS for Lot B, will be 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, as shown in **Figure 7**. In one scenario, the assemblage would include lots between 34th and 35th Avenues that total approximately two acres; in the alternative, the assemblage would not include these lots, but instead would include an approximately two-acre lot on the north side of 34th Avenue that is currently owned by the city. In either scenario, the assemblage would total approximately 23 acres. However, for the purposes of a conservative analysis, the SEIS will assume that all of the potential project site area, totaling 25 acres, would be utilized for surface parking/off-season recreational use in Phase 1A and for development in Phase 1B. For Phase 2, the SEIS will assume that all of the development as noted in **Table 1** above has occurred, and all land comprising both assemblage alternatives taken for Phases 1A and 1B has been developed.

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 will be different from those presented in the FGEIS because the geographic extent of the project site for the SEIS would extend west of West 126th Street to include Willets West.

FUTURE ANALYSIS YEAR AND BASELINE CONDITIONS

The analysis of the proposed project will be 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 after the Van Wyck Expressway ramp improvements have been completed, which is slated to be in 2024. Therefore, three future

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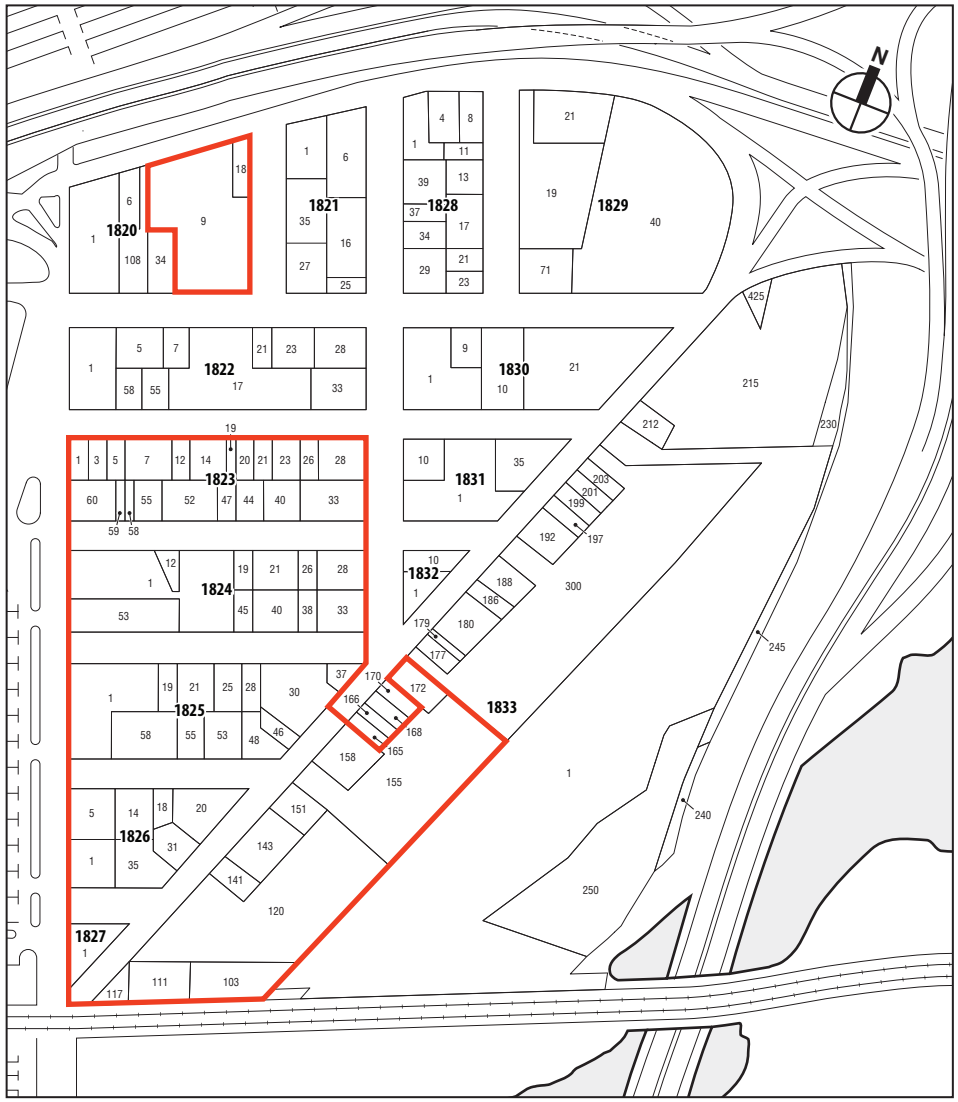
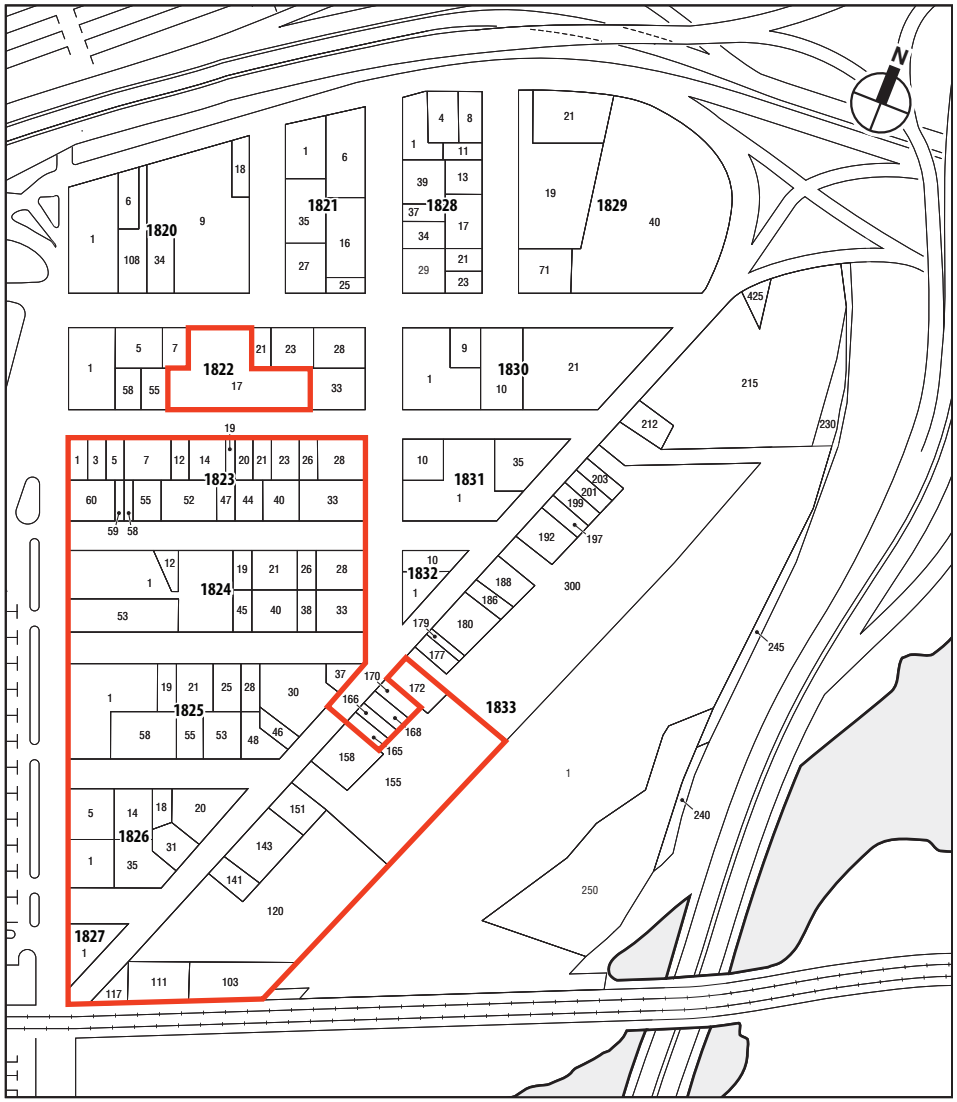


Assemblage Option 1



Assemblage Option 2

District Land Assemblage Options for Phases 1A/1B

Figure 7

baseline conditions will be examined under the "future without the proposed project" in all technical chapters: the 2018, 2028, and 2032 Without-Action Scenarios. For the purposes of conservative impact disclosure, this SEIS assumes that in each Without-Action scenario, no change is assumed to be made to any portion of the project site, and the existing uses on the project site would be maintained.

D. PROPOSED SCOPE OF THE SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT (SEIS)[1]

PROJECT DESCRIPTION

The first chapter of the SEIS will introduce the reader to the project and set the context in which to assess impacts. The chapter will contain a project identification (description and location of the proposed project); description of current uses of the project site; a statement of purpose and need for the proposed project; a description of the proposed development program and project siting and design; and a discussion of approvals required, procedures to be followed, and the role of the SEIS in the process. This chapter is the key to understanding the proposed project and its impacts, and gives the public and decision-makers a base from which to evaluate the actions against both the With-Action and the Without-Action scenarios.

The project description will consist of a discussion of key project elements, such as land use plans, site plans and elevations, and access and circulation. The section on required approvals will describe all discretionary actions required to develop the project. The project description will provide the context of the project with respect to issuance of the FGEIS and the subsequent expansion beyond the Special Willets Point District, as well as the adjacent development of the new CitiField stadium.

This chapter will also discuss the framework for the analyses for the SEIS. It will identify the analysis years and project phasing, and describe the reasonable worst-case development scenarios that will be assessed in the SEIS.

The role of public agencies in the approval process will also be described. The role of the SEIS as a full disclosure document to aid in decision-making will be identified and its relationship to any other approval procedures will be described.

LAND USE, ZONING, AND PUBLIC POLICY

The FGEIS concluded that the Willets Point Development Plan 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 that includes residential, retail, office, hotel, convention center, community facility, and open space uses. The FGEIS concluded that the proposed urban renewal plan would define the District's boundaries and the area to be redeveloped in accordance with the City's redevelopment goals, and the Plan would advance a number of the fundamental goals of the Downtown Flushing Development Framework. The Plan also was found to be consistent with the City's 10 Waterfront Revitalization Program (WRP) policies and standards. Overall, the Willets Point Development Plan was not expected to result in any significant adverse impacts on land use, zoning, or public policy.

[1] The following discusses the planned scope for the SEIS. If warranted, the SEIS may include additional technical analyses not described herein in order to assess the potential for significant adverse impacts resulting from the proposed project.

The SEIS will address the proposed project and specific zoning and development program, and it will update the work undertaken for the FGEIS and subsequent technical memoranda. The scope of work for the SEIS is as follows:

A. Summarize the development history of the project site and surrounding area provided in the FGEIS and subsequent technical memoranda. Describe existing conditions on the project site and the underlying zoning. The land use study areas for the SEIS will extend ½ mile and ¾ mile from the project site's boundaries, distances that, based on *CEQR Technical Manual* guidelines, define the area in which the proposed development could reasonably be expected to create potential direct and indirect impacts.

B. Update the existing conditions section of the FGEIS to reflect changes in the neighborhood since the analysis performed for the FGEIS. Describe predominant land use patterns, including a description of recent development trends in Corona and Flushing and anticipated projects within Flushing Meadows Corona Park, and other public policies that apply to the project site, including any applicable Special Zoning Districts and any formal neighborhood or community plans. Existing land use patterns will be highlighted.

C. Based on the discussion provided in the FGEIS, describe the existing zoning and recent zoning actions in the study area. Update this discussion to reflect any recent changes in the area.

D. Using the FGEIS as the baseline, update the list of future projects in the study area to reflect the new analysis years of 2018, 2028, and 2032, and describe how any changes in background projects might affect land use patterns and development trends in the study area in the future without the proposed project. Also, identify pending zoning actions (including those associated with Without-Action projects) or other public policy actions that could affect land use patterns and trends in the study area as they relate to the project site.

E. Describe and analyze the proposed zoning actions.

F. Assess whether changes in background conditions, specific discretionary actions, and any differences between the proposed project and each of the three Without-Action scenarios would result in significant adverse impacts on land use and land use trends, zoning, and public policy.

G. Identify and analyze practicable mitigation measures for any significant adverse impacts resulting from the proposed project.

SOCIOECONOMIC CONDITIONS

The FGEIS concluded that by 2017, the Willets Point Development Plan would not result in any significant adverse impacts as measured by the following five socioeconomic areas of concern prescribed in the 2001 *CEQR Technical Manual*: 1) Direct displacement of a residential population; 2) Direct displacement of existing businesses and institutions; 3) Indirect (secondary) displacement of a residential population; 4) Indirect displacement of businesses and institutions due to either increased rents or competition; and 5) Adverse effects on specific industries not necessarily tied to a project site or study area. The socioeconomic analysis for the SEIS will address whether the proposed project—particularly the proposed expansion to include the Willets West development—would result in new or different socioeconomic findings than the FGEIS and subsequent technical memoranda, as follows:

DIRECT RESIDENTIAL DISPLACEMENT

The FGEIS found that the Willets Point Development Plan's displacement of one household, which would be provided relocation assistance, would not result in significant adverse socioeconomic impacts. The proposed project would result in the same displacement, and therefore, the proposed project would not result in significant adverse socioeconomic impacts due to direct residential displacement. No residential units are located on the expanded portions of the project site. No further assessment of direct residential displacement is required for the SEIS.

DIRECT BUSINESS DISPLACEMENT

The FGEIS found that the Willets Point Development Plan's displacement of approximately 260 businesses and 1,711 employees associated with the displaced business would not result in significant adverse socioeconomic impacts. Although the businesses were found to employ many workers and offer products and services valued by certain consumers, these businesses and institutions were determined not to be of substantial economic value to the region or City as defined under CEQR. The District's businesses were found not to be unique; similar services and products are provided throughout Queens, the City, and the region.

The proposed project would result in the same direct business displacement as analyzed in the FGEIS and subsequent technical memoranda, and therefore, the SEIS does not require further assessment of potential impacts due to direct business displacement. The SEIS will provide a reporting of the businesses that remain on the project site, and the anticipated timing of their displacement.

INDIRECT RESIDENTIAL DISPLACEMENT

The FGEIS's detailed analysis of indirect residential displacement determined that the Willets Point Development Plan would not result in significant adverse impacts due to indirect residential displacement. The Special Willets Point District is geographically separated from the at-risk population identified in the FGEIS, limiting its potential to influence surrounding residential trends. In addition, The FGEIS found that although the population that would be introduced by the Willets Point Development Plan may include a larger proportion of households at higher incomes as compared with the existing study area population, the Plan's 1,100 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.

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 FGEIS. The increase in the affordable housing percentage was analyzed in the subsequent Technical Memorandum No. 2 (2008), and no significant adverse impacts were identified related to that change. However, given the increase in the total number of residential units proposed, and differences in the anticipated development schedule for residential units as compared with the analysis in the FGEIS, the SEIS will include a preliminary assessment to determine whether the proposed project could result in significant adverse impacts due to indirect residential displacement within a ½-mile study area. If the preliminary assessment does not rule out the potential for significant adverse impacts, a detailed analysis will be conducted that assesses the potential for indirect residential displacement in the context of existing conditions and evaluations of the future without and with the proposed project in 2018, 2028, and 2032.

INDIRECT BUSINESS DISPLACEMENT DUE TO INCREASED RENTS

The FGEIS found that the economic patterns generated by the Willets Point Development Plan would not lead to substantial changes in demand for goods and services that would alter economic conditions in the broader study area. Existing local retail establishments in the study area would continue to be more convenient to study area residents outside of the District, while the proposed Plan's residents and visitors would shop and dine primarily at retail establishments in the District. The Willets Point Development Plan was found to represent a continuation of existing trends toward the development of retail, office, hotel, and residential uses in the study area, rather than the introduction of a new trend that would change existing economic patterns in the study area.

The proposed project would introduce approximately 1.4 million gsf (one million sf gross leasable area) of entertainment and retail uses as part of Willets West, which was not analyzed in the FGEIS. The SEIS will therefore present a preliminary assessment to determine whether the additional commercial uses introduced by the proposed project could introduce trends that are substantially different from those identified in the FGEIS, and that could result in significant indirect business displacement due to increased rents. The study area for this SEIS analysis will extend ½ mile from the project site's boundaries, a distance that, based on *CEQR Technical Manual* guidelines, defines the area in which the proposed development could reasonably be expected to create potential indirect impacts. A detailed analysis will be conducted if the preliminary assessment cannot definitively rule out the potential for significant adverse impacts.

INDIRECT BUSINESS DISPLACEMENT DUE TO RETAIL MARKET SATURATION

The FGEIS analysis found that the Willets Point Development Plan 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 proposed project would introduce approximately 1.4 million gsf (one million sf gross leasable area) of entertainment and retail uses as part of Willets West, which was not analyzed in the FGEIS. The SEIS will therefore use 2012 *CEQR Technical Manual* methodology to perform a preliminary assessment that estimates whether the retail introduced by the proposed project would result in capture rates in excess of 100 percent, which is the *CEQR Technical Manual* threshold requiring detailed analysis. The detailed analysis, if required, will be framed in the context of existing conditions and evaluations of the future without and with the proposed project in 2018, 2028 and 2032.

ADVERSE EFFECTS ON SPECIFIC INDUSTRIES

The FGEIS found that the Willets Point Development Plan would not result in significant adverse impacts on any specific industry. Although a large concentration of auto-related uses would be displaced, these displaced businesses and their associated employment would not significantly impact the industry as a whole. The potentially displaced businesses and employment were found to represent less than five percent of city-wide employment within the auto-related sectors (including wholesale trade, retail trade, transportation and warehousing, and other services), and the businesses could relocate within the City, potentially in other auto-related clusters, thereby maintaining existing business and employment counts within the industry.

The proposed project would result in the same direct business displacement as analyzed in the FGEIS, and would not present any new or different uses that would alter the findings of the FGEIS with respect to potential effects on the auto industry. Therefore, the proposed project

would not result in adverse effects on specific industries, and no further assessment of this issue of concern is required for the SEIS.

COMMUNITY FACILITIES AND SERVICES

POLICE AND FIRE SERVICES

The FGEIS did not find a significant adverse impact on police and fire services. The *CEQR Technical Manual* requires a detailed analysis of impacts on police and fire services if a proposed action would affect the physical operation of, or access to and from, a station house or where a proposed project would create a sizeable new neighborhood where none existed before. As with the project presented in the FGEIS, the proposed project would not directly displace a station house and therefore would not adversely affect the physical operation of, or access to and from, a station house; however, it would create a sizeable new neighborhood. Therefore, the SEIS will update the FGEIS analysis of police and fire services.

SCHOOLS

As with the project presented in the FGEIS, the number of units introduced by the proposed project would exceed the CEQR threshold for a detailed analysis of public schools. Therefore, the SEIS will update the schools analysis to reflect the development currently proposed. The analysis of public schools will include the following:

A. Identify public elementary, intermediate, and high schools serving the project site and compile data on existing enrollment, capacity, available seats and utilization rates;

B. Project conditions in the Without-Action scenarios using School Construction Authority (SCA) enrollment projections, data on planned development projects in the study area, plans for changes in capacity, new programs, capital projects, and improvements; and

C. Project future conditions with the proposed project by adding students likely to be generated by the project to the projections for the Without-Action scenarios. Impacts will be based on the difference between conditions without and with the proposed project.

D. If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

LIBRARIES

The FGEIS did not find a significant adverse impact on libraries. The SEIS will evaluate whether the differences in the library user population under the proposed project as compared with the three Without-Action scenarios would alter the FGEIS findings with respect to libraries.

OUTPATIENT HEALTH CARE FACILITIES

The FGEIS did not identify any significant adverse impacts on outpatient health care facilities. The *CEQR Technical Manual* threshold for an analysis of outpatient health care facilities is if a proposed action would affect the physical operation of, or access to and from, a facility or where a proposed project would create a sizeable new neighborhood where none existed before. As with the project presented in the FGEIS, the proposed project would not directly displace any outpatient health care facilities and therefore would not adversely affect the physical operation of, or access to and from, such facilities; however, it would create a sizeable new neighborhood. Therefore, the SEIS will update the FGEIS analysis of outpatient health care facilities.

DAY CARE

The FGEIS concluded that the Willets Point Development Plan could result in a significant adverse impact on the availability of day care services within a one-mile radius of the District. To mitigate the potential impact on day care facilities, NYCEDC would require that a future developer consult with the New York City Administration for Children's Services (ACS) to determine the appropriate way to meet the demand for publicly-funded day care services generated by the affordable housing development in the district.

The proposed project could generate up to 5,850 units of housing, of which approximately 35 percent could be affordable. Thus, the proposed project would be expected to introduce more than 50 children eligible for publicly-funded day care. Therefore, the SEIS will update the FGEIS analysis of day care facilities.

OPEN SPACE

The proposed project would introduce new employees associated with the commercial, retail, and community facility uses, and residential building maintenance. The proposed project also would generate a substantial number of new residents, such that it will exceed the CEQR threshold for an analysis of open space and will place added demand on existing open space and recreational facilities.

The FGEIS did not identify any significant adverse open space impacts. The proposed project's full build would create a minimum of eight acres of publicly accessible open space as well as, in Phase 1A, active recreational space within the Special Willets Point District for a minimum of six months per year during the major league baseball off-season and during selected periods when the Mets are visiting teams on the road. The recreational space is an interim use that would be developed in Phase 1B. A detailed assessment of the proposed project's effect on open space will be provided in the SEIS. The SEIS will update the FGEIS open space analysis and will assess the potential for impacts on open space, taking into account the specific open space acreage and proposed programming for the open space. The SEIS also will consider how the mapped parkland within the project site itself, which is currently used for parking associated with a public park use, would be affected. As in the FGEIS, the analysis will consider both passive and active open space resources, requiring two study areas. These study areas will have the same radius as in the FGEIS; thus, passive open space ratios will be assessed within ¼-mile radius and ½-mile radius from the project site. Active open space ratios would be assessed for the ½-mile residential study area. As recommended in the *CEQR Technical Manual*, both study areas comprise all census tracts that have 50 percent of their area located within ¼-mile radius and ½-mile radius of the project site. Since the area's open space ratios are anticipated to decrease by more than one percent, a detailed analysis will be performed as follows:

A. Update the inventory of passive and active open spaces. The condition and use of existing facilities will be described based on the inventory.
B. Update the demographic analysis of the worker and residential population in the commercial open space study area, and residential population in the residential open space study area, including information available from the 2010 Census.
C. Based on the updated inventory of publicly accessible open space and residential and worker populations, existing open space ratios will be calculated and compared with City guidelines to assess adequacy.

D. Assess expected changes in future levels of open space supply and demand in 2018, 2028 and 2032, based on other planned development projects within the study areas, using updated information from the "Land Use, Zoning, and Public Policy" task. Open space ratios will be developed for the three future Without-Action scenarios and compared with existing ratios to determine changes in levels of adequacy for the future without the proposed project.

E. Based on the residential and worker populations added by the proposed project, assess effects on open space supply and demand. The assessments of impacts will be based on a comparison of open space ratios with the proposed project and its associated public space, and open space ratios in the future without the proposed project.

F. Qualitatively evaluate the effects of the new open space on overall open space conditions in the study areas. Describe the type (active or passive), capacity, conditions, and distribution of existing open spaces and open space conditions in the future without the proposed project. Compare future conditions without and with the proposed project by describing the programming elements of the new open space and evaluating its effects on capacity, overall conditions, and open space distribution within the study areas.

G. Determine whether the proposed project, in comparison to the Without-Action scenarios, would result in any significant adverse impacts.

H. For any significant adverse impacts, identify and analyze appropriate mitigation measures as are deemed appropriate by the lead agency.

SHADOWS

The FGEIS did not identify any significant shadows impacts for the Willets Point Development Plan. The SEIS will update the shadows analysis to account for the development currently being proposed.

The *CEQR Technical Manual* requires a shadows assessment for proposed actions that would result in new structures (or additions to existing structures) greater than 50 feet in height or located adjacent to, or across the street from, a sunlight-sensitive resource. Such resources include publicly accessible open spaces, important sunlight-sensitive natural features, or historic resources with sun-sensitive features. The project site is located within Flushing Meadows-Corona Park, a publicly-accessible open space. The shadows analysis in the FGEIS conservatively analyzed the entire Willets Point District extruded to the maximum heights allowable under Federal Aviation Administration height restrictions and zoning height and setback controls. Therefore, since no new height regulations are being introduced with the SEIS, this portion of the project site does not require further analysis.

The SEIS will conduct a preliminary assessment to determine whether the proposed development on portions of the project site outside the Willets Point District could cast shadows long enough to reach sunlight-sensitive park area or any other nearby sun-sensitive resources. The shadows assessment will be coordinated with the open space, historic and cultural resources and natural resources analyses. It will include the following tasks:

A. Develop a base map illustrating the project site in relationship to publicly accessible open spaces, historic resources with sunlight-dependent features, and natural features in the area.

B. Calculate the longest possible shadow that could result from the proposed project to determine whether it could reach any sunlight-sensitive resources at any time of year.

If the preliminary assessment cannot eliminate the possibility of new shadows on sunlight-sensitive resources, a detailed shadows analysis will be conducted to determine the extent and

duration of the new shadows, and to assess their effects. The detailed analysis would include the following tasks:

C. Develop a three-dimensional computer model of the elements of the base map developed in the preliminary assessment.

D. Develop a three-dimensional representation of the proposed project.

E. Using three-dimensional computer modeling software, determine the extent and duration of new shadows that would be cast on sunlight-sensitive resources as a result of the proposed actions on four representative days of the year.

F. Document the analysis with graphics comparing shadows resulting from the Without-Action condition with shadows resulting from the proposed project, with incremental shadow highlighted in a contrasting color. Include a summary table listing the entry and exit times and total duration of incremental shadow on each applicable representative day for each affected resource.

G. Assess the significance of any shadow impacts on sunlight-sensitive resources. If any significant adverse shadow impacts are identified, identify and assess potential mitigation strategies.

HISTORIC AND CULTURAL RESOURCES

The FGEIS concluded that there would be no adverse impacts related to archaeological resources, but there would be a significant adverse impact related to the anticipated demolition of the former Empire Millwork Corporation Building, which has been determined eligible for listing on the New York State and National Registers of Historic Places (S/NR). The SEIS will evaluate whether the differences in the project site and program under the proposed project as compared with the three Without-Action scenarios would alter the FGEIS findings with respect to historic and cultural resources.

The SEIS scope of work is as follows:

A. Define the area of potential effect (APE) for archaeological resources. As part of the FGEIS, the New York City Landmarks Preservation Commission (LPC) and the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) determined that the District is not sensitive for archaeological resources. Seek a determination from LPC of the potential archaeological sensitivity of the portion of the APE that lies outside the boundaries of the District. Based on its review, LPC will either recommend that further archaeological evaluation is not warranted, or that the APE requires additional study.

B. Define the study area for architectural resources. Within the study area for architectural resources, map and describe any known architectural resources (properties listed on or determined eligible for listing on the State and National Registers of Historic Places [S/NR, S/NR-eligible], National Historic Landmarks, New York City Landmarks [NYCLs] and New York City Historic Districts [NYCHD], or properties pending such designation). Map and briefly describe any potential architectural resources within the study area, and consult with LPC for determinations of eligibility.

C. If there have been any material changes from the circumstances considered in the FGEIS, assess the potential for impacts on any known or potential architectural resources, including visual and contextual impacts based on an assessment of the specific development program.

D. Describe anticipated changes to the project site and the study area in the future without the proposed project.

E. Assess the potential impact of the proposed project on any known or potential architectural resources, including any direct physical impacts and any visual or contextual impacts.

F. Assess the project's potential to have direct physical impacts on archaeological resources.

G. Identify and analyze practicable mitigation measures for any significant adverse impacts resulting from the proposed project, in consultation with LPC.

URBAN DESIGN AND VISUAL RESOURCES

The FGEIS concluded that no significant adverse impacts on urban design and visual resources would be expected from the Willets Point Development Plan. The SEIS will assess how the project would change the urban design and visual character of the project site and surrounding area, in comparison to the future without the proposed action. In addition, the SEIS will assess the degree to which the proposed project would change or restrict significant views of visual resources that are currently available from the project site and surrounding area. As detailed in the Staged Acquisition Alternative of the FGEIS and subsequent technical memoranda, since development would occur more incrementally in the District under the proposed project, and there would not be an open space area buffering eastern portions of the Phase 1A and 1B development from the industrial uses that would remain in the eastern portions of the District to be developed later (as previously analyzed), for Phases 1A and 1B the SEIS will consider the contrast between the redeveloped portion of the District and the area that would remain largely industrial in nature.

Following the guidelines of the *CEQR Technical Manual*, a preliminary assessment of urban design and visual resources will first be prepared. The preliminary assessment will determine whether the proposed project, in comparison to the previously-approved project, would create a change to the pedestrian experience that is sufficiently significant to require greater explanation and further study. The study area for the preliminary assessment of urban design and visual resources will be consistent with that of the study area for the analysis of land use, zoning and public policy. The preliminary assessment will include a concise narrative of the existing project area, the future with the proposed actions condition, and the future without the proposed actions condition. The preliminary assessment will present photographs, zoning and floor area calculations, building heights, illustrative renderings and site plans, and view corridor assessments.

A detailed analysis will be prepared if warranted based on the preliminary assessment. As described in the *CEQR Technical Manual*, examples of projects that may require a detailed analysis are those that would make substantial alterations to the streetscape of a neighborhood by noticeably changing the scale of buildings, potentially obstructing view corridors, or competing with icons in the skyline. The detailed analysis would describe the project site and the urban design and visual resources of the surrounding area. The analysis would describe the potential changes that could occur to urban design and visual resources in the future with the proposed actions condition, in comparison to the future without the proposed action, focusing on the changes that could negatively affect a pedestrian's experience of the area. If determined to be necessary, an analysis will be performed to examine the effects of the project on pedestrian-level wind conditions. Mitigation measures to avoid or reduce potential significant adverse impacts will be identified, if necessary.

NATURAL RESOURCES

The FGEIS did not identify any significant adverse natural resource impacts from the Willets Point Development Plan. For those areas of the project site that were not addressed in the FGEIS, e.g., the CitiField parking areas, the scope of work for this task will be as follows:

A. Describe existing natural resources (plants, wildlife, threatened, or endangered species, and floodplains) on the project site.

B. Provide a general description of aquatic resources of Flushing Bay in the vicinity of the project site, including water quality and aquatic organisms (plankton, macroinvertebrates, fish, and threatened or endangered species).

C. Assess the potential effects to natural resources from the proposed project, including the potential habitat provided by additional open space and the potential effects on migratory birds due to the size and heights of the proposed buildings.

D. Assess the potential effects to aquatic resources of Flushing Bay (water quality and aquatic organisms) in the vicinity of the project site associated with any stormwater or sewage discharges from the proposed project.

E. Assess the potential effects to water quality from increases in treated effluent from the Bowery Bay Water Pollution Control Plant (WPCP) and/or the on-site water reclamation facility that could result from the proposed project.

F. Identify and analyze practicable mitigation measures for any significant adverse impacts resulting from the proposed project.

HAZARDOUS MATERIALS

The FGEIS identified the potential for significant adverse impacts resulting from the presence of hazardous materials in the soil and groundwater on the site. Therefore, a Remedial Action Plan (RAP) was developed including soil excavation under a Construction Phase Health and Safety Plan (CHASP) followed by site capping and vapor control to prevent human contact with any remaining contamination following construction. The RAP/CHASP was approved by the New York City Department of Environmental Protection (DEP).

For those areas that were not addressed in the FGEIS, e.g., the CitiField parking areas, the potential for contamination (and determination of appropriate remedial measures that would be implemented during and following construction) will be determined by preparing Phase I Environmental Site Assessments (including summaries of the results of past subsurface investigations) and conducting Phase II subsurface investigations, to the extent that existing studies of these areas need to be supplemented. New Phase II investigations will be conducted in accordance with scopes approved by DEP.

For those areas previously addressed by the FGEIS, in addition to summarizing the previous findings of the FGEIS, the SEIS will include a summary of any pertinent changes based on a review of updated regulatory database searches. The SEIS also will address the need for any changes to the RAP/CHASP based on the new phasing of the project, e.g., that initial phases of the project will be in use while other areas are unremediated or undergoing cleanup. As detailed in the Staged Acquisition Alternative of the FGEIS and subsequent technical memoranda, since remediation, grading, and infrastructure improvements would occur more incrementally in the District under the proposed project, and there would not be an open space area buffering eastern portions of the Phase 1A and 1B development from the industrial uses that would remain in the eastern portions of the District to be developed later (as previously analyzed), additional

safeguards could be required to ensure that existing hazardous materials contamination does not migrate to developed portions of the District subsequent to the remediation of those developed areas.

The SEIS will also describe the mechanism (such as the use of E-designations) to ensure that the commitments described in the SEIS are implemented.

WATER AND SEWER INFRASTRUCTURE

The FGEIS concluded that no significant impacts would occur in the water supply and sewage treatment system as a result of the Willets Point Development Plan. Since the areas in which the project is expanding are located in a separately sewered area and would exceed 100,000 square feet of commercial/public and institutional/community facility use above the Without-Action scenarios, the SEIS will update the analysis to determine whether the proposed project, in comparison to the Without-Action scenarios, would result in any significant adverse impacts. For any areas of analysis resulting in significant adverse impacts, the analysis will identify practicable mitigation measures.

A. The existing stormwater drainage system and surfaces (pervious or impervious) on the project site will be described, and the amount of stormwater generated on the site will be described using DEP's volume calculation worksheet.

B. The existing sewer system serving the development site will be described. The existing flows to the Water Pollution Control Plant (WPCP) that serves the site will be obtained for the latest 12-month period, and the average dry weather monthly flow will be presented. Existing capacity information for pump stations, regulators, etc., downstream of the affected drainage area will be presented based on available information.

C. Changes to the site's stormwater drainage system and surface area expected in the future without the proposed project will be described. Any changes to the sewer system that are expected to occur in the future without the proposed project will be described based on information provided by DEP. As described above, work is currently underway by the City on the construction of a sanitary sewer main and reconstruction of a storm sewer and outfall to support the redevelopment of Willets Point.

D. Assess future stormwater generation from the proposed project and assess the project's potential to create impacts. The assessment will discuss any planned sustainability elements and best management practices (BMPs) that are intended to reduce stormwater runoff from the site. Changes to the site's proposed surface area (pervious or impervious) will be described, and runoff coefficients and runoff for each surface type/area will be presented.

E. Sanitary sewage generation for the project will be described for the existing condition, without-action condition and the proposed project. The effects of the incremental demand on the system will be assessed to determine if there will be any impact on operations of the WPCP.

F. Based on the assessment of future stormwater and wastewater generation, the change in flows and volumes to the combined sewer system due to the proposed project will be determined.

G. A more detailed assessment may be required if increased sanitary or stormwater discharges from the proposed project are predicted to affect the capacity of the existing sewer system, exacerbate Combined Sewer Overflow (CSO) volumes/frequencies, or contribute greater pollutant loadings in stormwater discharged to receiving water bodies. The scope of a more

detailed analysis, if necessary, will be developed based on conclusions from the preliminary infrastructure assessment (described above) and in coordination with DEP.

SOLID WASTE AND SANITATION SERVICES

The FGEIS concluded that no significant impacts would occur in the solid waste handling system as a result of the Willets Point Development Plan. The SEIS will update this analysis to account for the proposed project and will determine whether the proposed project, in comparison to the Without-Action scenarios, would result in any significant adverse impacts. For any areas of analysis resulting in significant adverse impacts, the analysis will identify practicable mitigation measures.

A. Existing and future New York City sold waste disposal practices will be described, including the collection system and status of landfilling, recycling, and other disposal methods.
B. The incremental impacts of the development's solid waste generation on the City's collection needs and disposal capacity will be assessed.
C. The proposed project's potential impact to the Tully Putrescible Solid Waste Transfer Station as it relates to capacity needed for DSNY-managed refuse and to capacity needed in the city and region for refuse collected by private haulers also will be analyzed. The Tully facility currently receives DSNY-managed refuse on short-term contracts from Queens Districts 3, 7, 11 and 13. As per the New York City Solid Waste Management Plan, construction of DSNY's North Shore Marine Transfer is nearing completion and will take DSNY-managed refuse from Queens Districts 7 through 14 when it is operational in 2013.

ENERGY

The FGEIS concluded that no significant impacts would occur in the energy supply as a result of the Willets Point Development Plan. The SEIS will update this analysis to account for the proposed project and will determine whether the proposed project, in comparison with the Without-Action scenarios, would result in any significant adverse impacts. For any areas of analysis resulting in significant adverse impacts, the analysis will identify practicable mitigation measures.

A. The energy systems that would supply the proposed development with electricity and/or natural gas will be described.
B. The energy usage for the proposed development will be estimated. The effect of this new demand on the energy supply systems will be assessed.

TRANSPORTATION

The FGEIS concluded that the Willets Point Development Plan would result in significant adverse impacts to intersections on the local street network, segments and connections on the area's highway network, stairway access at the Mets–Willets Point subway station, line-haul capacity on local bus routes, and pedestrian flow at nearby crosswalks. The FGEIS presented the analysis of potential transportation impacts in two separate chapters, "Traffic and Parking" and "Transit and Pedestrians." For the SEIS, and in accordance with CEQR guidance, these chapters will be combined into one chapter, but in an order that is similar to that of the FGEIS. The scope of work below summarizes the transportation elements that will be studied in the SEIS. Many of these would be identical to those assessed in the FGEIS.

TRAFFIC AND PARKING

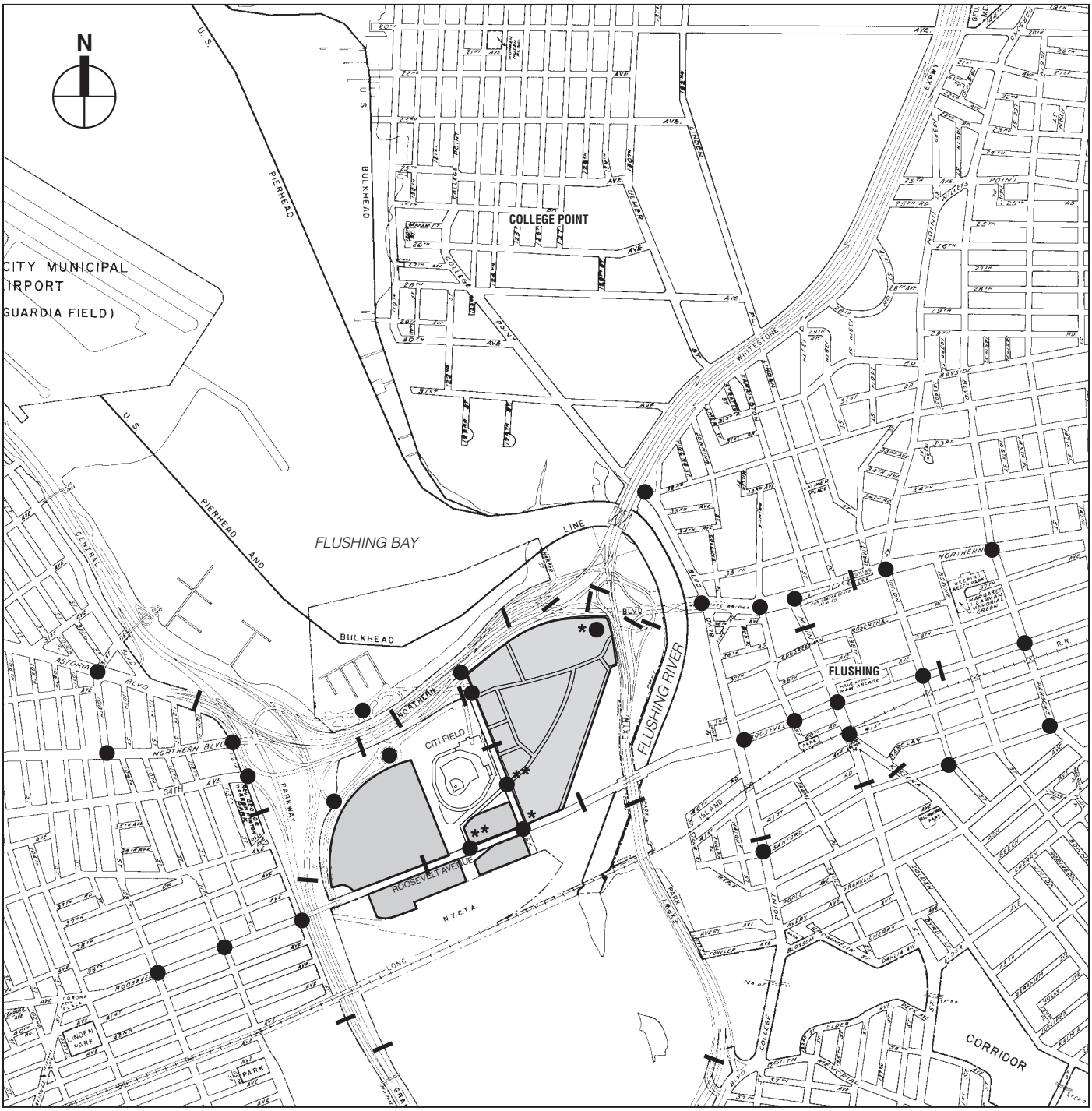
The primary objective of the traffic and parking analysis is to assess the proposed project's potential impacts on the area's roadway network and parking resources, and to identify and evaluate appropriate mitigation measures to address such impacts. The SEIS's traffic and parking studies shall include the following subtasks:

A. Identify appropriate primary and secondary traffic study areas. The primary study area is the focus of more intense traffic activity generated by the proposed project closer to CitiField and the District, while the secondary area is the focus of a more targeted and less intense analysis. The primary study area focuses on the immediate intersections surrounding CitiField and the District, as well as critical/sensitive locations at a greater distance from the site depending on the volume of project-generated trips assigned to these critical locations. It is anticipated that the following roadway intersections and ramp/merge/diverge/weave sections along the surrounding major highways, will be analyzed (see **Figure 8**).

   Street Network

   1) 108th Street at Astoria Boulevard;
   2) 108th Street at Northern Boulevard;
   3) 114th Street at Northern Boulevard;
   4) 126th Street at Northern Boulevard;
   5) Prince Street at Northern Boulevard;
   6) Main Street at Northern Boulevard;
   7) Union Street at Northern Boulevard;
   8) Parsons Boulevard at Northern Boulevard;
   9) 114th Street at 34th Avenue;
   10) 126th Street at 34th Avenue;
   11) 108th Street at Roosevelt Avenue;
   12) 111th Street at Roosevelt Avenue;
   13) 114th Street at Roosevelt Avenue;
   14) CitiField/Lot B at Roosevelt Avenue (With-Action condition only);
   15) 126th Street at Roosevelt Avenue;
   16) College Point Boulevard at Roosevelt Avenue;
   17) Prince Street at Roosevelt Avenue;
   18) Main Street at Roosevelt Avenue;
   19) Union Street at Roosevelt Avenue;
   20) Parsons Boulevard at Roosevelt Avenue;
   21) Main Street at Kissena Boulevard;
   22) College Point Boulevard at Sanford Avenue;
   23) Union Street at Sanford Avenue;
   24) Parsons Boulevard at Sanford Avenue;
   25) College Point Boulevard at 32nd Avenue/Whitestone Expressway service road;
   26) Willets Point Boulevard at 126th Street (unsignalized, analyzed as one intersection with #15 [Roosevelt Avenue and 126th Street] in existing/Without-Action conditions only);
   27) Boat Basin Road at World's Fair Marina (unsignalized);
   28) Willets Point Boulevard at Northern Boulevard (unsignalized/existing/Without-Action conditions only);
   29) College Point Boulevard at Northern Boulevard (unsignalized);
   30) The Grand Central Parkway ramp at West Park Loop/Stadium Road (unsignalized);

8.28.12



Project Site

● *Intersection to be Analyzed*

* *Existing/No Action Conditions Only*
NOTE: Intersection of Existing Willets Point Blvd. and 126th Street (Unsignalized) is Analyzed together with Intersection of Roosevelt Avenue and 126th Street in Existing and No Action Conditions

** *With-Action Condition Only*

— *Automatic Traffic Recorder Location*

Traffic Study Area
Figure 8

31) New Willets Point Boulevard at 126th Street (With-Action condition only); and
32) Shea Road (Boat Basin) at Shea Road/Parking Lot Entrance/Exit.

Highway Network

1) Grand Central Parkway mainline in both directions between LIE and Roosevelt Avenue;
2) Van Wyck Expressway mainline in both directions between LIE and Roosevelt Avenue;
3) Whitestone Expressway mainline in both directions between Northern Boulevard and Linden Place;
4) Ramp from World's Fair Marina/Boat Basin Road to the Grand Central Parkway;
5) Ramps from the northbound Van Wyck Expressway to eastbound and westbound Northern Boulevard;
6) Ramp from the northbound Whitestone Expressway to the southbound Van Wyck Expressway;
7) Ramp from westbound Northern Boulevard to the southbound Van Wyck Expressway;
8) Ramp from eastbound Astoria Boulevard and eastbound Northern Boulevard to the northbound Whitestone Expressway;
9) Ramps from the southbound Whitestone Expressway to the eastbound and westbound Grand Central Parkway;
10) Ramp from westbound Northern Boulevard and southbound Whitestone Expressway to westbound Astoria Boulevard;
11) Ramp from eastbound Astoria Boulevard and the Grand Central Parkway to the northbound Whitestone Expressway and eastbound Northern Boulevard;
12) Ramp from the eastbound Grand Central Parkway toward Stadium Road and the northbound Whitestone Expressway; and
13) Ramp from the southbound Whitestone Expressway to westbound Northern Boulevard.

B. For the purposes of vehicular traffic analysis, a network-wide analysis will be conducted. The proposed project assumes that access locations to the CitiField retail uses would be the same as exists currently for the portion of the CitiField parking lot, all existing streets within the District would be demapped by the completion of Phase 2, and any future streets proposed would be private streets. The traffic analysis would thus evaluate critical network intersections and highway locations, and assess key entry points from the public streets to the private street network.

C. Inventory and update street widths, sidewalk widths, and traffic flow directions, number of moving lanes, parking regulations, official signal timing (cycle length, phases), traffic control devices (stop sign, signal), location of bus stops, driveways of the public streets surrounding CitiField and the District, as well as other items required for traffic analysis. The most recent signal timings from the New York City Department of Transportation (NYCDOT) will be obtained for each study area intersection.

D. Determine the peak traffic analysis hours. As with the FGEIS, seven peak traffic analysis periods, as listed below, will be studied for the SEIS. For most, but not all, conditions below, the peak hour is the same or nearly the same as that studied in the FGEIS. For Saturday analyses on Met game days, a peak late afternoon peak hour will be studied in place of the early afternoon peak hour analyzed in the FGEIS.

- Weekday AM peak hour (without Mets game);
- Weekday midday peak hour (without Mets game);
- Weekday PM peak hour (without Mets game);
- Saturday midday peak hour (without Mets game);

- Weekday PM peak hour (with Mets night game—pregame arrivals);
- Saturday afternoon peak hour (with Mets late afternoon game—pregame arrivals); and
- Saturday evening peak hour (with Mets late afternoon game—postgame departures).

If warranted, additional peak period(s) may be identified and analyzed in the EIS.

E. Examine the collected data (described below) and compare the hourly data with projected peak hour trip generation for the proposed project to determine the exact hours to be analyzed.

F. Assemble data on existing traffic volumes. New counts will be conducted via a combination of ATR machine counts and manual intersection counts, noting through and turning volumes at each intersection being analyzed and vehicle classification counts needed to establish percentages by auto, taxi, truck, bus, etc. Traffic volume networks will be established for each of the intersections for each of the peak traffic analysis hours. Travel speed and delay runs will be conducted along key corridors, which will be analyzed for air quality and/or noise conditions. These corridors are expected to include Northern Boulevard, Roosevelt Avenue, 126th Street, the Van Wyck Expressway, the Grand Central Parkway, and other principal routes. Existing speeds will be examined for each peak hour.

G. Determine existing traffic operating characteristics—volume-to-capacity (v/c) ratios, average vehicle delays, and levels of service using Highway Capacity Manual (HCM) (version 5.5) procedures. Findings will be presented in graphical and tabular forms.

H. Determine the volume of traffic that can be expected to be generated by other development (Without-Action) projects for each of the analysis years (currently anticipated to be 2018, 2028, and 2032). These traffic volumes will be assigned to the primary and secondary study area intersections and combined with an annual background traffic growth rate of 0.5 percent per year for the first 5 years (2012 to 2017) and 0.25 percent per year thereafter, in accordance with the *CEQR Technical Manual*, to develop future Without-Action traffic volumes. The Without-Action projects will be identified in conjunction with DCP and their trip generations will be quantified using standard travel demand forecasting methodologies, incorporating where appropriate the approved travel characteristics developed for the proposed project. Changes to the roadway network likely to occur by the future analysis year will also be identified and reflected in the traffic volume network.

I. Determine future Without-Action traffic operating characteristics—v/c ratios, average vehicle delays, and levels of service—using HCM procedures. Findings will be presented in graphical and tabular forms (in a format similar to the FGEIS).

J. Determine the volume of traffic that would be generated by the proposed project. Using previously approved travel characteristics from the FGEIS and other travel demand factors where appropriate, trip generation estimates will be developed for the various uses proposed for CitiField and the District by various time periods and modes of transportation. These estimates will be presented for the three project phases and form the basis on which the entire transportation impact assessment will be conducted.

K. Assign project-generated traffic volumes to and through each of the traffic analysis locations for each of the peak traffic hours and analysis conditions described above. This task will consider the parking logistics associated with each phase of the proposed project and the anticipated availability of the new access ramps to and from the Van Wyck Expressway (under Phases 1B and 2). Future With-Action traffic volume maps will be prepared for each analysis condition.

L. Determine future With-Action intersection traffic operating characteristics—v/c ratios, average vehicle delays, and levels of service—using HCM procedures. Findings will be presented in graphical and tabular forms (in a format similar to the FGEIS).

M. Determine future With-Action highway traffic conditions—travel speed, density, and levels of service—using CORSIM procedures. Findings will be presented in tabular forms (in a format similar to the FGEIS). CORSIM files will be provided to NYCDOT for its review and approval.

N. Identify potential significant traffic impacts for all three project phases by comparing future Without-Action and With-Action conditions as per criteria specified in the *CEQR Technical Manual*. Identify and evaluate traffic capacity improvements that would be needed to mitigate significant adverse traffic impacts.

O. Prepare future conditions traffic volume and speed-and-delay data needed for the air quality and noise analyses.

P. Conduct an inventory of existing off-street parking lots and garages within the parking study area examined in the FGEIS, which was generally bounded by College Point Boulevard, West Park Loop/Stadium Road, and the Grand Central Parkway north of Flushing Meadows-Corona Park and south of Flushing Bay. This study area constitutes a region within approximately ¼ mile from the boundary of the District. The locations of these parking facilities, and their capacities and occupancy levels during representative peak weekday and weekend conditions will be identified. Projected utilization levels under the future Without-Action condition for the three analysis years will also be determined.

Q. Identify the typical parking regulations within ¼ mile of the District and the percentage to which those on-street spaces are currently used and would be expected to be used under future Without-Action conditions.

R. Prepare a parking impact assessment. The amount of on- and off-street parking planned for the proposed project will be identified for the three project phases and compared to the parking accumulation profiles developed for the individual components and the overall development program. The impact assessment will focus on the adequacy of parking by time of day for weekday and weekend no-game and with-game conditions, location of access/egress points, and means of controlling/directing traffic to appropriate parking locations.

S. Assess vehicle/pedestrian safety conditions by reviewing the most recent three years of crash data from NYSDOT for intersections in the vicinity of the project site and all traffic study locations. High crash locations will be identified in accordance with criteria prescribed by the *CEQR Technical Manual*. At locations where the proposed project is anticipated to generate notable vehicular and pedestrian traffic, future safety conditions will be evaluated. Where appropriate, safety improvement measures will be recommended to address unsafe conditions.

TRANSIT AND PEDESTRIANS

The transit and pedestrians analysis will incorporate project-related components, assess the proposed project's potential impacts on the area's transit services and pedestrian facilities, and evaluate appropriate mitigation measures to address such impacts. The specific elements of this analysis are outlined below.

A. Identify transit and pedestrian study areas. Transit service is currently available via the No. 7 subway line, the Long Island Rail Road (LIRR), and the Q19, Q48, and Q66 bus routes.

(Service to the Mets–Willets Point LIRR station is available on game days only.) A detailed analysis of control areas and circulation elements at the Mets–Willets Point subway station will be conducted. Ridership and peak period train loading will also be assessed. A qualitative discussion and a review of LIRR operations will be provided. A detailed analysis of the three nearby bus routes along the northern and southern borders of CitiField and the District will also be conducted. This analysis will include an evaluation of peak load points and assessment of loading conditions at nearby bus stops. To address existing and future pedestrian conditions, the sidewalks, crosswalks, and corner reservoirs along Roosevelt Avenue, 114th Street, 126th Street, and Northern Boulevard will be analyzed.

B. Determine the peak analysis periods. As with the FGEIS and detailed above for traffic, seven peak periods were selected for analysis. For transit, typically only conditions during the commuter peak periods are evaluated. However, due to the level of cumulative activities anticipated for Mets game day arrival and departure, a detailed assessment of transit operations during other time periods, where appropriate, will also be prepared. To assess pedestrian conditions, a detailed analysis will be conducted for all game day and non-game day peak time periods described for the traffic assessment.

C. Assemble data on existing transit station usage, ridership levels, and pedestrian volumes. New data will be collected at the Mets–Willets Point subway station, at nearby bus routes, and at surrounding pedestrian elements. These data will be supplemented by information developed for other studies and information obtained from the MTA.

D. Determine existing transit and pedestrian operating conditions. A detailed analysis will be conducted for the transit and pedestrian elements described above and presented for the appropriate critical time periods. Station elements will be assessed in terms of service capacities; subway and bus line-haul conditions will be measured against their guideline capacities; and pedestrian facilities will be analyzed for their processing flow rate and pedestrian time space. The analysis results will be tabulated and described.

E. Determine future transit and pedestrian operating conditions. Future Without-Action and With-Action analyses for each of the three development phases will be conducted incorporating background growth, trips associated with other developments in the area, increments induced by the proposed project, different pedestrian flow patterns, and relevant changes in the area's transit and pedestrian infrastructure. Potential significant impacts will be identified in accordance with *CEQR Technical Manual* guidelines. Where appropriate, viable mitigation measures, such as stairway and crosswalk widenings or improvement of service frequencies, will be recommended and discussed with the appropriate approval agencies (e.g., MTA and NYCDOT).

AIR QUALITY

MOBILE SOURCE ANALYSIS

Since the proposed project includes development beyond that analyzed as part of the FGEIS, and since the traffic analysis will be updated, the SEIS will also update the mobile source air quality analysis. The mobile source air quality impact analysis will address the potential effects of traffic-generated emissions on pollutant levels (carbon monoxide [CO] and particulate matter [$PM_{2.5}$]) at representative locations within the study area.

The analysis will consist of predicting—using computerized dispersion modeling techniques—the effects of traffic with and without the proposed project on $PM_{2.5}$ and CO levels at intersection locations within the study area. If significant impacts are predicted to occur due to

the proposed project, traffic measures to alleviate those impacts will be developed. The following specific tasks will be performed:

A. Collect and summarize existing ambient air quality data for the study area. Ambient air quality monitoring data published by the NYSDEC will be compiled for the analysis of existing conditions. Appropriate ambient background levels for the pollutants analyzed will be selected for the study area.

B. Calculate emission factors. Select emission calculation methodology and "worst-case" meteorological conditions. Compute vehicular cruise and idle emission factors for the intersection modeling using the EPA-developed MOBILE6.2 model and applicable assumptions based on guidance by EPA, NYSDEC and DEP. Compute re-suspended road dust emission factors based on the EPA procedure defined in AP–42 and the latest *CEQR Technical Manual* guidance.

C. Select appropriate analysis sites. Based on the background and project-increment traffic volumes and levels of service, select intersections for analysis, representing locations with the worst potential total and incremental pollution impacts. These intersections may be different from those analyzed in the FGEIS due to changes in the proposed program.

D. Model pollutant dispersion. Use EPA's CAL3QHC intersection model to predict the maximum change in CO concentrations, and the refined CAL3QHCR intersection model to predict the maximum change in $PM_{2.5}$.

E. Perform an analysis of CO for the proposed project's parking facilities. The analyses will use the procedures outlined in the *CEQR Technical Manual* for assessing potential impacts from proposed parking facilities. Cumulative impacts from on-street sources and emissions from parking garages will be calculated, where appropriate.

F. Evaluate impacts. Evaluate potential impacts by comparing predicted pollutant levels with applicable criteria, comparing the predicted CO increment with *de minimis* criteria, and comparing the $PM_{2.5}$ increments with the City's interim guidance criteria. If significant adverse impacts due to CO concentrations are predicted, refine results by performing detailed dispersion analysis at affected locations using EPA's refined CAL3QHCR intersection model and compare refined results to benchmarks.

G. Identify and analyze mitigation measures. For locations where significant adverse impacts are predicted, identify and analyze appropriate mitigation measures as identified by the lead agency.

STATIONARY SOURCE ANALYSIS

The FGEIS included specifications for heating and hot water system exhaust placement and fuel use to avoid the potential for significant adverse impacts on air quality. The FGEIS specifications were based on generic project plans and screening analysis. For the SEIS, the potential for significant adverse impacts on air quality will be evaluated using specific project information, such as proposed building floor area, location, height, and type of use, and detailed air quality modeling. Where needed, the FGEIS specifications for the heating and hot water systems will be revised.

The FGEIS and subsequent technical memoranda assessed the potential for air quality impacts on the proposed project from existing industrial and manufacturing uses. Because the extent and the phasing of the proposed project are different from what was previously approved, the potential for impact from industrial sources will be evaluated with updated information.

The following specific tasks will be performed:

H. Analyze emissions from the proposed project heating and hot water systems. Perform an analysis of the effect of emissions from the proposed project's heating and hot water systems on other project components (project-on-project impacts) and existing uses within the surrounding area (project-on-existing impacts). The analysis will be performed using the AERMOD model and will consider plume impingement conditions (i.e., when the wind blows from the stacks toward buildings) and wake effects (i.e., when the wind blows from buildings toward the stacks). Five years of meteorological data from LaGuardia Airport will be used for these simulation analyses. Predicted values will be compared to applicable standards and criteria.

I. Assess the need for update of the industrial source analysis. A search of federal and state air permits, and the DEP's Bureau of Environmental Compliance (BEC) files will be performed to determine if there are sources of toxic air pollutant emissions within 400 feet of the proposed project. Based on this information, a determination will be made as to whether a detailed analysis of industrial stationary source air quality issues is necessary. The analyses conducted as part of the FGEIS and subsequent technical memoranda will be updated as needed to include any uses that are within 400 feet of the project components that were previously not studied, as well as to account for the different phasing of the proposed project.

J. Update industrial source analysis. If manufacturing or processing facilities that were not analyzed as part of the FGEIS and subsequent technical memoranda are identified within 400 feet of the proposed project or if the proposed project phasing would potentially affect the conclusions of the analyses previously performed, an update to the industrial source assessment will be performed using the *CEQR Technical Manual* methodology. The short-term and annual concentrations of critical pollutants at sensitive receptor sites will be predicted and compared with the short-term guideline concentrations (SGC) and annual guideline concentrations (AGC) reported in NYSDEC's DAR-1 AGC/SGC Tables guidance document to determine the potential for significant impacts. In the event that exceedances of guidance concentrations are predicted more refined dispersion modeling (using EPA's AERMOD dispersion model) would be employed and measures to reduce pollutants to within guidance levels will be examined.

GREENHOUSE GAS EMISSIONS

In 2008, when the FGEIS was certified, greenhouse gas (GHG) assessments were not required by CEQR and thus such an assessment was not included in the FGEIS. The 2011 Technical Memorandum #4 that analyzed the Updated Plan included a quantified assessment of GHG emissions and measures to reduce those emissions. Technical Memorandum #4 also discussed the potential effects of climate change on the neighborhood and identified strategies to make the development more resilient to those potential effects.

For the SEIS, in accordance with updated *CEQR Technical Manual* guidelines, GHG emissions generated by the proposed project will be quantified, considering the changes to the proposed project, and an assessment of consistency with the City's established GHG reduction goal will be performed. Emissions will be estimated for the 2032 analysis year and reported as carbon dioxide equivalent (CO_2e) metric tons per year. GHG emissions other than carbon dioxide (CO_2) will be included if they would account for a substantial portion of overall emissions, adjusted to account for the global warming potential (GWP). Construction-related emissions will be discussed qualitatively. Relevant measures to reduce energy consumption and GHG emissions, including construction and materials related emissions and operational emissions, will be

discussed and included in the emissions estimates to the extent practicable. Since the proposed project is in the floodplain, the potential impact of climate change on sea level and storm surge in the vicinity of the proposed project and the implications of this for the proposed project will be discussed.

The GHG and climate change analysis will consist of the following subtasks:

EMISSIONS ESTIMATES

Direct Operations Emissions—Emissions from on-site heat and hot water systems and on-site electricity generation, if any, would be quantified. Emissions would be based on available project-specific information on the expected energy and fuel use or the carbon intensity factors specified in the *CEQR Technical Manual*.

Indirect Operations Emissions—Emissions associated with purchased electricity and/or steam generated off-site and consumed on-site during the project's operation will be estimated.

Indirect Operations Mobile Source Emissions—Emissions from vehicle trips to or from the project sites will be quantified using trip distances and vehicular emission factors provided in the *CEQR Technical Manual*.

Construction Emissions—Emissions from construction engines and emissions associated with the extraction and production of construction materials will be qualitatively discussed, and quantified if deemed potentially significant. Opportunities for reducing GHG emissions associated with construction will be considered even if emissions are not quantified in detail (see below).

ASSESSMENT OF CONSISTENCY WITH THE GHG REDUCTION GOAL

To determine the consistency with the City's overall GHG reduction goal, consistency with the City's following objectives will be assessed as relevant to the project, addressing the project's carbon intensity based upon its density, fuel choices, geographic setting, avoided GHG emissions, and building energy efficiency. The City's objectives include improved building energy efficiency, use of clean power, transit-oriented development and sustainable transportation, and the reduction of construction-associated emissions.

This section will outline potential measures which could reduce energy use and GHG emissions associated with the project, and will identify the measures which would be implemented as part of the project, and measures still under consideration. To the extent that information is available, the potential of these measures to reduce GHG emissions will be discussed. Overall, the project design, location, and incorporated measures relevant to GHG emissions will be assessed for consistency with the City's GHG reduction goal.

NOISE

The FGEIS found that the Willets Point Development Plan would be expected to result in a significant adverse increase in noise levels only at the World's Fair Marina Park north of the District and only during the Saturday midday time period. In addition, to meet CEQR interior noise level requirements, the analysis prescribed between 30 and 37 dB of building attenuation for buildings within the District, which would be ensured through E-designations and/or subsequent Restrictive Declarations on the District.

Because the development proposed for the Willets Point/CitiField area has changed, because the traffic analysis will be updated to reflect existing conditions and 2018, 2028, and 2032 Without-

Action conditions, and to account for the new guidance in the 2012 version of the *CEQR Technical Manual*, the SEIS will update the noise analysis, as follows:

A. Select appropriate noise descriptors. Appropriate noise descriptors to describe the noise environment and the impact of the proposed development will be selected following CEQR criteria, which recommend the use of L_{10} and 1-hour equivalent ($L_{eq(1)}$) noise descriptors.

B. Select receptor locations for noise monitoring, where the proposed development would have the greatest potential to affect ambient noise levels and locations representative of the proposed project's buildings and open spaces.

C. Determine existing noise levels, primarily based on noise monitoring. Perform 20-minute measurements at each receptor location during three time periods, which will represent the periods most in likely to result in maximum project noise impacts. Measurements will be made using a Type I noise analyzer and would include measurements of hourly L_{eq}, L_1, L_{10}, L_{50}, and L_{90} values.

D. Determine future noise levels without the proposed development at the receptor locations during each of the three build years, using existing noise levels, acoustical fundamentals, and mathematical models, including proportional modeling techniques and/or FHWA's Traffic Noise Model (TNM), where appropriate.

E. Determine future noise levels with the proposed development at the receptor locations during each of the three build years, using existing noise levels, acoustical fundamentals, and mathematical models, including proportional modeling techniques and/or FHWA's Traffic Noise Model (TNM), where appropriate.

F. Compare existing and future noise levels, both with and without the proposed development, with various noise standards, guidelines, and other noise criteria. Compare future noise levels with the proposed project to noise levels in the three Without-Action scenarios to determine project impacts (based on the criteria contained in the *CEQR Technical Manual*, a change of 3 dBA or more will be considered a significant impact).

G. Evaluate the potential for parking lots included in the proposed project to result in elevated noise levels due to noise generated at existing sensitive noise receptors and/or receptors included in the proposed projects.

H. Evaluate the potential for significant adverse impacts associated with stationary source noise from the proposed project's mechanical equipment.

I. Determine the level of building attenuation needed to achieve CEQR interior noise standards, and where necessary, recommend design measures that could be implemented to attain these interior noise levels at the project site.

J. Determine whether open space areas created as part of the proposed project would experience acceptable exterior noise levels according to CEQR noise exposure guidelines, using a combination of measured and calculated noise levels at the proposed open space areas.

K. Identify and analyze appropriate mitigation for any significant adverse impacts generated by the proposed project not previously identified in the FGEIS.

PUBLIC HEALTH

The FGEIS found that the Willets Point Development Plan would not result in any significant adverse public health impacts related to air quality, noise, or hazardous materials.

According to the *CEQR Technical Manual*, a public health analysis is not necessary for most projects. Where no significant unmitigated adverse impact is found in other CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise, no public health analysis is warranted. If an unmitigated significant adverse impact is identified in one of these CEQR analysis areas, the lead agency may determine that a public health assessment is warranted for that specific technical area. Thus, if any unmitigated significant adverse impacts to air quality, water quality, hazardous materials, or noise are identified in this SEIS, a public health analysis will be prepared.

NEIGHBORHOOD CHARACTER

The FGEIS found that the proposed changes with the Willets Point Development Plan, while significant, would result in an improvement in neighborhood character and would not have a significant adverse impact. According to the *CEQR Technical Manual*, an assessment of neighborhood character is generally needed when a proposed project has the potential to result in significant adverse impacts in land use, socioeconomic conditions, open space, urban design and visual resources, historic and cultural resources, shadows, transportation, and/or noise, or when the project may have moderate effects on several of the elements that define a neighborhood's character. The SEIS will update the neighborhood character assessment presented in the FGEIS. A preliminary assessment will first be prepared, to identify the defining features of the neighborhood and determine whether the proposed project would have the potential to affect these defining features, either though the potential for a significant adverse impact or a combination of moderate effects in relevant technical areas. If the project has the potential to affect the defining features of the neighborhood, a detailed assessment of neighborhood character will be prepared consistent with the methodologies of the *CEQR Technical Manual*.

CONSTRUCTION

The FGEIS concluded that there would be no significant adverse impacts related to construction, except for construction-period noise impacts. The SEIS will update the FGEIS analysis of potential construction-related impacts, according to *CEQR Technical Manual* guidelines. The likely construction schedule for development in the District and an estimate of activity on-site will be described. The construction assessment for the proposed project will generally be qualitative, focusing on areas where construction activities may pose specific environmental problems. Suggestions on how to mitigate potential impacts will also be included. The analysis will focus on construction impacts lasting more than two years. Technical areas to be analyzed include:

- Transportation. Most of the proposed project's construction would be contained within the CitiField parking lots and the District. However, the volume of construction workers driving to/from and the volume of construction vehicles entering and leaving the area are expected to be substantial during various phases of construction. Furthermore, with the proposed project developed in three phases, there would be cumulative effects resulting from completed portions of the proposed project and continuing construction activities and parking logistics that will require careful coordination and sequencing. The anticipated construction activities, site and parking logistics, and combined effects of construction and operational traffic will form the basis of the SEIS analysis for transportation-related construction impacts. It is expected that a quantitative traffic analysis will be prepared for the construction of the project's Phase 2 development. The need to analyze the prior phases in detail will depend primarily on how the cumulative construction and operational trip-making compares to the operational build-out of the latter phases and will also account for the District's new highway connections to the Van Wyck Expressway. Parking, transit, and

pedestrian conditions during construction will be addressed qualitatively via comparisons to conclusions made for the build-out of the proposed project's three development phases.

- Air Quality. The construction air quality impact section will contain a detailed qualitative discussion of emissions from construction equipment and construction generated traffic (mobile sources) for Phases 1A and 1B of the proposed project. This analysis will qualitatively review the projected activity and equipment in the context of intensity, duration, and location of emissions relative to nearby sensitive locations, and identify any project-specific control measures required to further reduce the effects of construction and to ensure that significant impacts on air quality do not occur. A quantitative air quality analysis will be conducted to determine the potential for air quality impacts due to onsite construction activities and mobile sources for Phase 2 of the proposed project. A dispersion analysis of onsite construction activities will be performed to determine the potential for air quality impacts on sensitive receptor locations, including residences, schools, open spaces, and completed portions of the proposed project. Air pollutant sources would include combustion exhaust associated with non-road engines (e.g., cranes, excavators) and trucks operating on-site, as well as onsite activities that generate fugitive dust (e.g., excavation, demolition). The pollutants of concern include carbon monoxide (CO), particulate matter (PM), and nitrogen dioxide (NO_2). To formulate the reasonable worst-case scenario for analysis of Phase 2 construction activities, the highest emission averaged over annual and short term (24 hours or less) periods will be identified for modeling. A mobile source analysis will also be performed for nearby roadway intersections using information provided in the traffic analysis. The pollutants of concern include CO and PM. The potential for significant impacts will be determined by a comparison of model predicted total concentrations to the National Ambient Air Quality Standards, or by comparison of the predicted increase in concentrations to applicable CEQR thresholds. The air quality analysis will include a discussion of the strategies to reduce project related air pollutant emissions associated with construction activities which would be included in the construction plan and be applied during the construction period. If significant adverse impacts are identified, mitigation measures will be identified and analyzed.
- Noise. For Phases 1A and 1B of the proposed project, noise levels during construction will be estimated based on information about the construction program. For Phase 2 of the proposed project, a quantified analysis will be prepared that will examine potential noise impacts due to construction-related stationary and mobile sources. Noise-sensitive receptor locations (both at-grade and elevated), including residences, schools, places of worship, open spaces, and other noise-sensitive land uses, near the project sites and created by the proposed project will be selected for analysis. Existing noise levels will be determined by noise measurements performed at at-grade receptor locations, and by use of a combination of measurements and mathematical models for elevated receptor locations. One representative worst-case time period (i.e. day) in each year of construction will be selected for analysis. During each analysis time period, noise levels due to construction activities at each sensitive receptor will be predicted. Noise levels associated with construction of Phase 2 of the proposed project would be combined with the operational noise level increments from Phases 1A and 1B, to determine the cumulative noise level increases during the construction period of Phase 2. Noise levels with project-related construction activities will be compared to No Build noise levels to determine project impacts. Based on the criteria contained in the 2012 *CEQR Technical Manual*, a change of 3-5 dBA or more for two or more consecutive years will be considered a significant noise impact. Based on the results of the construction

noise analysis, if necessary, the feasibility, practicability, and effectiveness of implementing measures to mitigate significant construction noise impacts will be examined.

- Hazardous Materials. Construction of the proposed project would involve a variety of earth-moving and excavating activities, and construction activities in these areas could encounter contaminated soil or groundwater. The range of remedial and health and safety measures that would be employed prior to and/or during construction will be discussed.
- Infrastructure. The proposed project may need to relocate existing or build new public infrastructure, particularly water and sewer connections, as well as electric, gas, and telephone lines; thus, the services to the neighborhood during this potential relocation or construction will be addressed.
- Other Technical Areas. As appropriate, this section will discuss the other areas of environmental assessment for potential construction-related impacts.

MITIGATION

The FGEIS identified significant adverse impacts in the following areas: historic resources; traffic; subway stations; bus line haul; pedestrian facilities; and noise. The FGEIS also identified mitigation measures that could be implemented to address these significant adverse impacts.

The SEIS will reexamine the mitigation measures identified in the FGEIS to account for the changes in the proposed project program, changes to background conditions, and updates to analysis methodologies. Where impacts are identified, practicable mitigation measures specific to those impacts will be developed.

ALTERNATIVES

The FGEIS analyzed five alternatives to the proposed plan: a Without-Action Alternative; a No Unmitigated Impacts Alternative; a Flushing Bridge Alternative; a Municipal Services Alternative; and a Staged Acquisition Alternative.

The specific alternatives to be analyzed in an EIS are typically finalized with the lead agency as project impacts become clarified. If significant adverse impacts are identified, the SEIS will consider a reasonable range of alternatives which could reduce or eliminate such impacts. The alternatives may include a lesser-density alternative and a no-unmitigated-impacts alternative. The alternatives analysis will be qualitative, except where significant adverse impacts of the proposed project have been identified. In those cases, the impacts and related mitigation for the alternative will be compared with those of the development program in the SEIS. Additional alternatives may be developed as project impacts are identified through analysis.

GROWTH-INDUCING ASPECTS OF THE PROPOSED PROJECT

From the analyses contained in the SEIS, this chapter will identify the growth-inducing aspects of the proposed project.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF ENVIRONMENTAL RESOURCES

From the analyses contained in the SEIS, this chapter will identify the irreversible and irretrievable commitments of environmental resources.

UNAVOIDABLE ADVERSE IMPACTS

From the analyses contained in the SEIS, this chapter will identify all unavoidable and unmitigable significant adverse impacts.

EXECUTIVE SUMMARY

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