Hunter's Point South Rezoning and Related Actions
Environmental Impact Statement Draft Scope of Work

A. PREFACE

The Office of the Deputy Mayor for Economic Development and Rebuilding, in coordination with the New York City Economic Development Corporation (NYCEDC), New York City Department of Housing Preservation and Development (NYCHPD), New York City Department of City Planning (NYCDCP), and New York City Department of Parks and Recreation is sponsoring an initiative by the City of New York (City) to implement a comprehensive residential and commercial development plan, the Hunter's Point South Rezoning and Related Actions ("Proposed Project"), in the Hunter's Point neighborhood of Long Island City, Queens. The purpose of the proposed action is the implementation of a large-scale, mixed-use development plan, Hunter's Point South, that provides a substantial amount of affordable housing on publicly owned land and allows for the residential redevelopment of a privately owned adjacent site, Site B. The development of the Hunter's Point South site would be an integral part of the City's plan for the provision of affordable housing over the next 10 years. In addition to housing, the Hunter's Point South site would also include retail uses, community/cultural facility space, a public school, public parkland and other public and private open spaces, and accessory parking. Redevelopment of the privately owned site would include public waterfront access.

The project site is located along the Hunter's Point waterfront, in Long Island City, Queens, New York (see Figure 1). The Proposed Project consists of two sites, Hunter's Point South (referred to in this document as Site A) and an adjacent privately owned site (referred to as Site B), which together cover more than 37.5 acres. As described in more detail later in this document, Site A is the area generally located between 50th Avenue, 2nd Street, Newtown Creek, and the East River, and Site B is the area located between 54th Avenue, the western side of the elongation of 5th Street, Newtown Creek, and 2nd Street.

The proposal is subject to public review under the Uniform Land Use Review Procedure (ULURP), which involves review by the local Community Board, Queens Borough President, the New York City Planning Commission (CPC), and the City Council. Approvals are required from CPC and the City Council. The proposal also requires review and the preparation of an Environmental Impact Statement (EIS) under City Environmental Quality Review (CEQR).

Although there is no developer or specific development plan in place at this time, the envelope of potential development anticipated under the Plan includes up to 7.27 million gross square feet of new buildings. The anticipated uses are discussed in greater detail later in this document.

The preparation of the Draft Scope of Work for the EIS will ensure that the potential environmental impacts of the proposed actions are fully identified and studied consistent with environmental law and regulations. Under those laws, public review of the proposed actions will not begin until the Office of the Deputy Mayor for Economic Development and Rebuilding,

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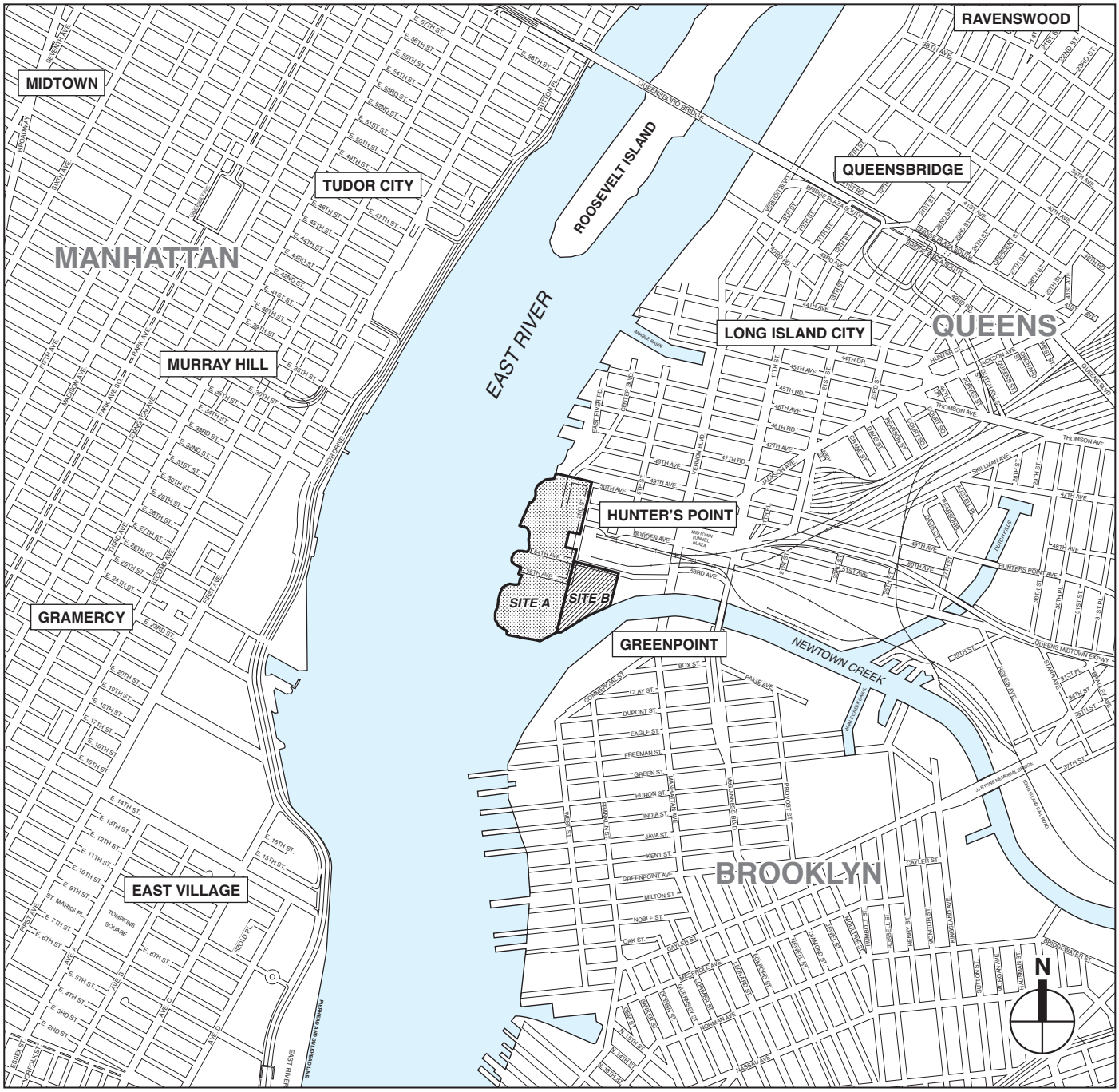


Project Location

HUNTER'S POINT SOUTH REZONING AND RELATED ACTIONS

Figure 1

which is the "lead agency," has determined that the environmental issues have been adequately studied in the form of a Draft EIS (DEIS) in order to permit meaningful review by the public and decision-makers.

B. PROJECT CONTEXT

BACKGROUND: QUEENS WEST PROJECT

The Hunter's Point waterfront has been intended for redevelopment with a major, mixed-use project since the early 1980s. Re-use of this prominent waterfront site was identified as a goal so as to revitalize an underused site, create a unique identity for the Hunter's Point neighborhood, serve as a catalyst for additional development in Long Island City, and maximize the potential of the existing shoreline for public access and views.

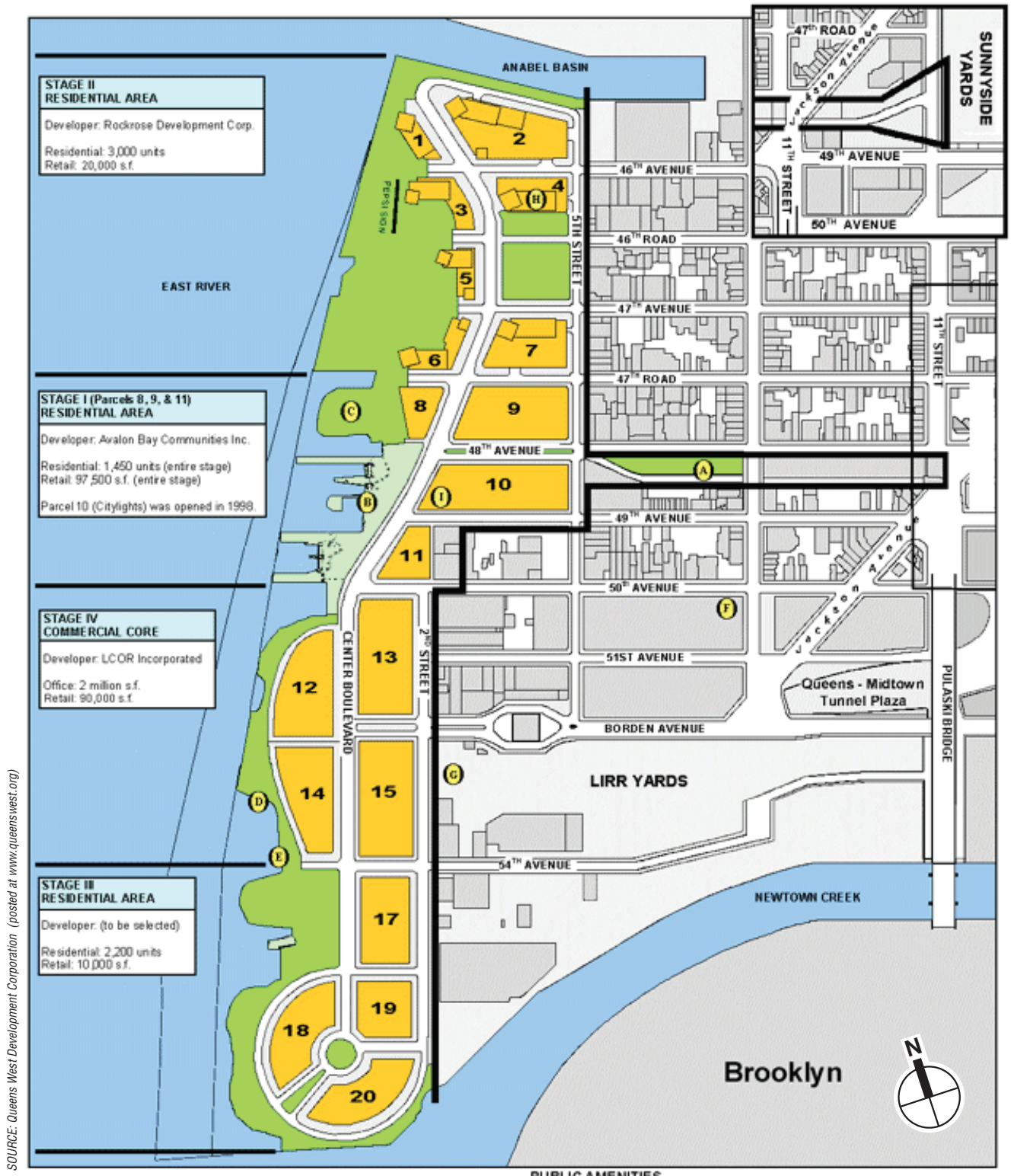
In the late 1980s, a Master Plan was published for development of the Queens West project at the 74-acre waterfront area between Anable Basin on the north and Newtown Creek on the south, extending generally as far east as 5th Street north of 49th Avenue, and 2nd Street south of 49th Avenue. At that time, the Queens West site was occupied by a mix of industrial, manufacturing, and commercial businesses. The Master Plan envisioned replacement of those uses with new roads, parks, and high-rise residential and commercial towers. A total of 20 development parcels were laid out, to be developed with some 9.3 million square feet of new development, including nearly 6,400 apartments, 2.1 million square feet of office space, a 350-room hotel, and retail and community facility space. The project was also to include a waterfront esplanade and park along the site's shoreline.

The Queens West project was analyzed in an Environmental Impact Statement (EIS) by the New York State Urban Development Corporation (UDC) as the lead agency, with the New York City Public Development Corporation and the Port Authority of New York & New Jersey. A Draft EIS was published in February 1990 concurrent with certification of the project's application for changes to the City map under the Uniform Land Use Review Procedure (ULURP). At the same time, UDC adopted a General Project Plan (GPP) for the project. The Final EIS (FEIS) for the Queens West project was published in June 1990. Upon completion of the ULURP process and the project's environmental review under State Environmental Quality Review (SEQR) and New York City Environmental Quality Review (CEQR), the project was approved and the GPP was modified to reflect the Findings made by UDC under SEQR and by the Board of Estimate and City Planning Commission under CEQR as well as agreements between the City and State.

The GPP governed future development of the site, setting forth specific controls for each parcel, including use, maximum bulk, massing (maximum height and required setbacks), and view corridor controls.

Following completion of the EIS and the project's approvals, the State of New York began acquisition of the Queens West site and gradually made parcels available to developers for build out. The site was divided into four stages, to be developed gradually as the "Queens West" project under the jurisdiction of the Queens West Development Corporation (QWDC), a subsidiary of the Empire State Development Corporation.

Development at Queens West has proceeded according to the requirements of the GPP, which has been amended several times since it was originally adopted. Table 1 below summarizes the proposed program for the Queens West development, as set forth in the approved GPP. Figure 2 illustrates the GPP. In addition to the adopted GPP, streets and City parkland have been mapped



SOURCE: Queens West Development Corporation (posted at www.queenswest.org)

Illustrative Site Plan

PUBLIC AMENITIES

A: Community Park
B: Gantry Plaza State Park
C: Peninsula Park
D: Plaza / Public Wharf
E: Ferry Service
F: # 7 Vernon-Jackson Subway Station
G: LIRR Long Island City Station
H: Future school
I: Robert F. Wagner School (PS 78 Q)

2006 Adopted General Project Plan
for Queens West

Figure 2

throughout the entire Queens West site in anticipation of the future development planned for the site.

Build-out of Stages I and II—on Parcels 1 through 11, in the area north of 50th Avenue—is well under way in accordance with the GPP, under QWDC's oversight. Several of the residential buildings and an 80-unit senior housing building are completed and occupied, an Early Childhood Learning Center is completed and in use, and the 2.5-acre Gantry Plaza State Park is open along the waterfront. Development of the remaining parcels in Stages I and II is currently in progress. Developers have been selected and construction has begun. When completed, this work will total more than 3,000 apartments and some 10 acres of open space.

Stages III and IV of the Queens West project were to be developed in the portion of the site south of 50th Avenue, designated as Parcels 12 through 20 in the GPP. In the approved GPP, Parcels 12 through 15 are slated for development as the "Commercial Core," with 2 million gross square feet of commercial office development, a 350-room hotel, and approximately 90,000 square feet of retail and community facility space. Parcel 16 is designated (but not mapped) as open space, and Parcels 17 through 20 are to be developed with 2,200 housing units. Despite the progress on the north half of Queens West, no steps toward development have occurred on the portion of the site south of 50th Avenue, at Parcels 12 through 20.

In 2004, New York City in collaboration with ESDC and the Port Authority of New York & New Jersey developed a plan for mixed commercial and residential development on the southern portion of the waterfront area as part of the City's bid for the 2012 Summer Olympic Games. When the City was not selected as the 2012 host city, and in response to the decreased demand for office use, the City re-evaluated QWDC's original development plan, and concluded that affordable residential development, accompanied by recreation and retail uses, should be developed on Site A. NYCEDC is in the process of acquiring the land from the Port Authority, QWDC, and the State for purposes of implementing such development on the site.

SITE DESCRIPTION

The Hunter's Point South site (Site A) is located along the Hunter's Point waterfront, in Queens, New York (see Figure 1 and Table 2A). Site A, formerly under the jurisdiction of QWDC as part of the Queens West project, includes Block 1, Lots 1 and 10; Block 5, Lot 1; and Block 6, Lots 1, 2, 14, and 38. The site is approximately 30 acres in area and is bounded by 50th Avenue to the north, 2nd Street to the east, Newtown Creek to the south, and the East River to the west. Site A is currently partially vacant and partially occupied by a Water Taxi landing and beach and a tennis facility and associated parking. The State of New York is currently in the process of acquiring the tennis facility. In addition, a construction contractor currently uses a portion of Site A for temporary storage of construction materials. A tunnel ventilation structure, owned by Amtrak, is currently under construction at 2nd Street, between Borden and 54th Avenues, adjacent to Site A.

Site B is 7.5 acres and includes Block 11, Lot 1. It is bounded by 54th Avenue to the north, Newtown Creek to the south, the western side of the elongation of 5th Street to the east, and 2nd Street to the west. This site is currently occupied by low-rise manufacturing buildings used by Anheuser Busch as a beverage distribution facility, and by NBC for other uses (see Table 2B). Independent of the proposed actions, the existing beverage distribution facility will relocate to a new 12-acre vacant waterfront site in the Hunts Point Food Distribution Center in the Bronx. The relocation facility is currently under construction and will be ready in 2008.

Table 1

Adopted General Project Plan for Queens West: Program, Bulk and Use Controls as of July 2006

Parcel	Residential Floor Area	Commercial / Office / Hotel Area	Retail Floor Area [1]	Public Facilities Floor Area	Total Floor Area [2]	Maximum Bldg Height		Parking Spaces	Private Open Space
STAGES I AND II									
1	258,000				258,000	240		0	
2	726,000				726,000	390		1,000 (7)	13,500
3	250,000				250,000	200		0	11,000
4	433,000		.	100,000 (5)	533,000	270		0	
5	250,000		800 (11)		250,800	200		0	
6	468,000		5,000		473,000	300		0	8,000
7	432,000		35,000 (10)		467,000	290		825 (7)	12,000
8	0 (9)		35,000	25,000 (9)	60,000	130		0	
9 (Riverview North)	539,000 (9)		30,000		569,000	370		594 (6)	10,000
10 (Citylights)	495,000		40,000 (4)	15,000 (8,9)	550,000	390		527	
11 (Riverview)	436,000 (6)		10,000		446,000	300		135 (6)	9,000
11 (Riverview Gardens)	80 units Sr Housing								
Total	**4,287,000**		**155,800**	**140,000**	**4,324,800**			**3,081**	**63,500**
STAGES III AND IV									
12		350,000	10,000		360,000	180		0	
13		800,000	19,200 (11)		819,200	400		924	
14		400,000	20,000 (10)		420,000	180		0	
15		800,000	20,000	69,200	889,200	300		584	
17 (3)	646,269		10,000		656,269	270		394	11,500
18	550,219				550,219	210		336	12,000
19	453,292				453,292	390		260	12,000
20	550,220				550,220	210		336	12,000
Total	**2,200,000**	**2,350,000**	**79,200**	**69,200**	**4,698,400**			**2,834**	**47,500**
TOTAL QUEENS WEST PROJECT AS INCLUDED IN CURRENT GPP									
TOTAL	**6,487,000**	**2,350,000**	**235,000**	**209,200**	**9,023,200**			**5,915**	**111,000**

Notes:

1 Suggested retail program. Retail is permitted on all parcels but shall not exceed the total 235,000 SF program.
2 Total Floor Area is all floor area above grade, excluding parking and mechanical space (3% residential and 5% commercial)
3 Parcel 16, redesignated as public open space, has been omitted
4 27,000 SF of retail on Parcel 10 is being used as an early childhood learning center.
5 Elementary school (Grades K-5) pursuant to NYC Board of Estimate's Resolution of Approval and current NYC Board of Education space planning requirements
6 April 19, 2000 GPP amendment resulted in increased residential area on parcel 11 by 20,000 SF and transfer of 135 parking spaces from Parcel 11 to 9.
7 Based on square footage of parking provided. Assumes 275 SF per parking space.
8 Community Center with Swimming Pool, pursuant to the NYC Board of Estimate's Resolution of Approval
9 February 24, 2004 GPP amendment resulted in transfer of 104,000 residential SF from Parcel 8 to Parcel 9 and transfer of 25,000 Public Facilities SF from Parcel 10 to Parcel 8 to accommodate a library
10 April 20, 2006 GPP amendment transferred 20,000 SF of retail from parcel 14 to parcel 7, which increased retail area on parcel 7 to a total of 35,000 SF.
11 July 20, 2006 GPP amendment transferred 800 SF of retail from parcel 13 to parcel 5, which increased retail area on parcel 5 to a total of 800 SF.

Table 2a
Existing Land Use on Site A

Block	Lot	Address	Lot Area (sf)[1]	Building Area (sf)	No. Bldgs.	Size of Each Use (Square Feet)								Description of Use
						Commer-cial	Residen-tial	Office	Retail	Garage	Storage	Manufac-turing	Other	
1	1	1 2nd Street	470,600	0	0	0	0	0	0	0	0	0	0	Vacant; Temporarily used by Gramercy Group Wrecking and Environmental Contractors
1	10	2nd Street	35,180	0	0	0	0	0	0	0	0	0	0	NA
5	1	54-02 2nd Street	127,130	0	0	0	0	0	0	0	0	0	0	NA
6	1	51-24 2nd Street	299,820	115,291	8	115,291	0	0	0	0	0	0	115,291	Private Tennis Facility
6	2	2nd Street	218,290	0	2	0	0	0	0	0	0	0	0	NA
6	14	52-50 2nd Street		21,320	1	21,320	0	0	0	0	0	0	21,320	Water Taxi and Water Taxi "Beach"
		Subtotal	*1,151,020*	*136,611*	*11*	*136,611*	*0*	*0*	*0*	*0*	*0*	*0*	*136,611*	

Source: Mercator Land Surveying, LLC, dated 12/22/2006, and verified by field survey.

[1] Lot areas reflect developable lands to the shoreline, and does not include lands under water, or mapped, but unbuilt streets.

Table 2b
Existing Land Use on Site B

Block	Lot	Address	Lot Area (sf)	Building Area (sf)	No. Bldgs.	Size of Each Use (Square Feet)								Description of Use
						Commer-cial	Residen-tial	Office	Retail	Garage	Storage	Manufac-turing	Other	
11	1	2 55th Avenue	329,600	183,797	2	183,797	0	30,210	0	0	153,587	0	0	Anheuser Busch Distribution Center; NBC

Source: New York City Department of Finance, 2006 verified by field survey.

C. PROJECT DESCRIPTION

The purpose of the proposed actions, as described below, is to implement a development plan for a large-scale housing development that provides a substantial amount of affordable units, with associated ground-floor retail amenities and community facility uses; promote economic growth and job creation; and improve the quality of life for area residents. The proposed new housing would be an integral part of the City's plan for the provision of 165,000 units of affordable housing over the next 10 years, and the proposed actions are intended to transform the largely underutilized waterfront area into a new, enlivened and affordable residential neighborhood. The Proposed Project would also establish new publicly accessible waterfront recreation areas, providing significant community benefits to the Long Island City community, the Borough of Queens, and the City as a whole.

PROPOSED ACTIONS

To implement the City's development plan for new mixed-use development at Hunter's Point South and to facilitate the redevelopment of Site B, a range of public actions are proposed including changes to the City Map on Site A, zoning map and zoning text amendments for both Sites A and B, and other possible zoning and land use actions. The following paragraphs summarize the anticipated public actions.

CHANGES TO THE CITY MAP

The proposed actions would include changes to the City Map, including eliminating the mapped but unbuilt streets and parkland on Site A, and establishing new parks and streets within Site A (see Figures 3 and 4). As a result of these map changes, a total of seven new development parcels would be created at Site A (designated as Parcels A through F2). The changes to the City Map include the following:

- Eliminate Center Boulevard, 54th Avenue, Newtown Creek Road, Newtown Creek Terrace, and Hunter's Point Place.
- Establish the following streets:
  - Center Boulevard in a new location between 50th Avenue and 57th Avenue;
  - Widened 2nd Street between 50th Avenue and 56th Avenue;
  - 2nd Street between 56th Avenue and 57th Avenue;
  - 51st Avenue between 2nd Street and Center Boulevard;
  - 54th Avenue between its current mapped terminus and Center Boulevard;
  - 55th Avenue between Center Boulevard and 2nd Street;
  - 56th Avenue between Center Boulevard and 2nd Street; and
  - 57th Avenue between Center Boulevard and 2nd Street.
- Eliminate mapped park located generally located between 50th Avenue and Newtown Creek, including a small northerly extension on the eastern side of 2nd Street.
- Establish mapped park generally in an area between the East River, 50th Avenue, Center Boulevard, 57th Avenue, and Newtown Creek, excluding the lot area of the proposed parcel F2 on 2nd Street between 56th and 57th Avenues.
- Establish mapped park generally along the south side of 55th Avenue between Center Boulevard and 2nd Street.

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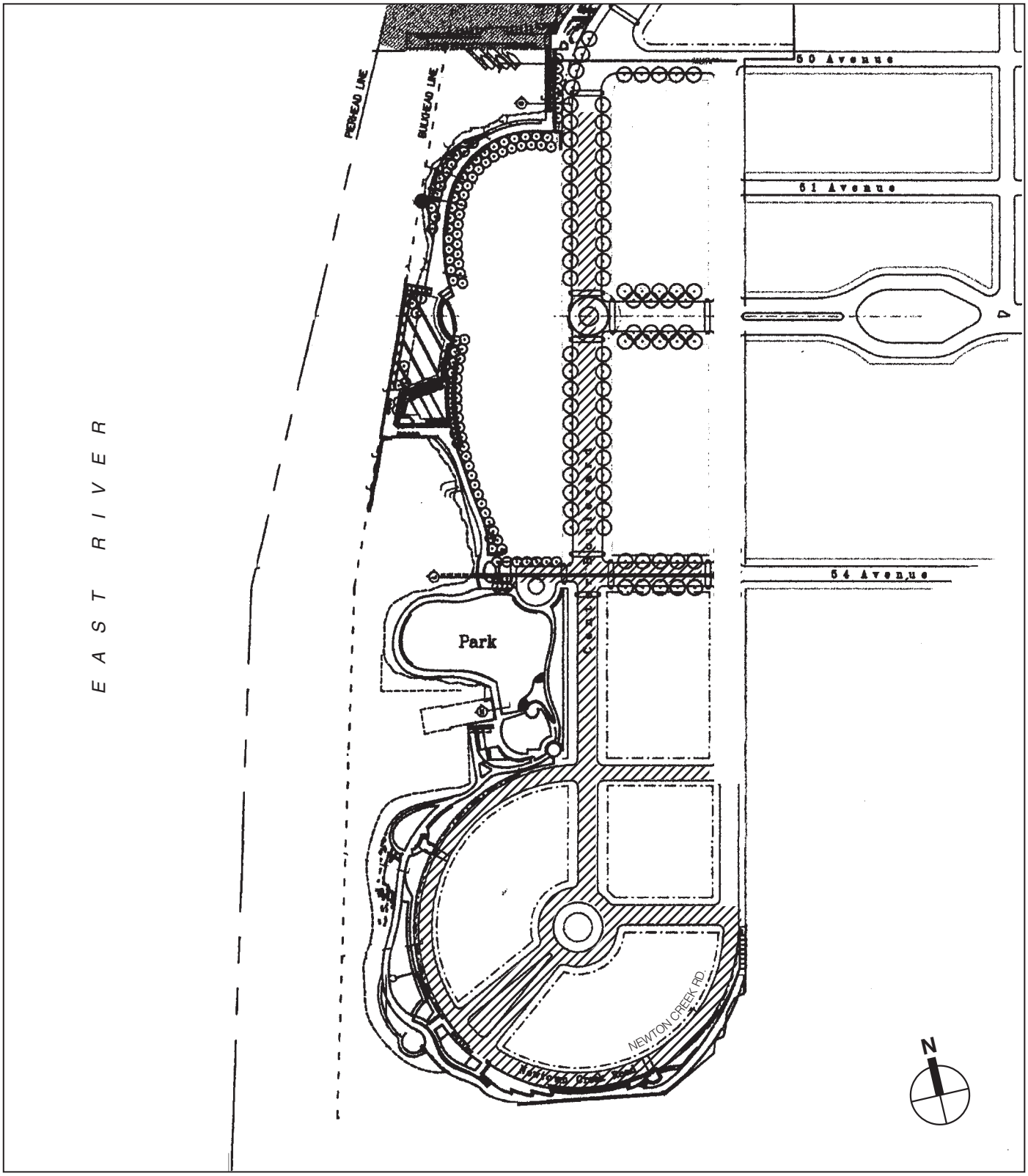

NOT TO SCALE

Mapped streets to be eliminated

Mapped Streets to be Eliminated

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Proposed Streets and Parks

HUNTER'S POINT SOUTH REZONING AND RELATED ACTIONS

Figure 4

In tandem with these actions and with the elimination of Site A from the Queens West GPP, the City is also proposing off-site changes to the City map (see Figure 5). Specific actions are as follows:

- Demap a portion of 48th Avenue between Vernon Boulevard and 21st Street, which was mapped but unbuilt as a proposed vehicular tunnel to bypass the intersection of Jackson Avenue and 11th Street.
- Eliminate mapped park located between Vernon Boulevard and 11th Street, which was mapped but unbuilt along the proposed vehicular tunnel.
- Re-establish a public place in the center of Vernon Boulevard between 50th and 51st Avenues.

ZONING TEXT AMENDMENTS

The project would create a new special zoning district for Sites A and B. This Special District would incorporate special use, zoning, and bulk provisions tailored to ensure that new development is consistent with the Master Plan established for Sites A and B.

The District would also establish an Inclusionary Zoning bonus provision to encourage development of a new public street, public open space, and permanent affordable housing on Site B. The District would establish a minimum floor area ratio of 2.75 on Site B and create floor area bonuses to 5.0 for inclusionary zoning, additional public open space, and a privately owned but publicly accessible street, The inclusionary zoning provisions would require 20 percent of the housing units to be affordable to low and moderate income residents.

ZONING MAP AMENDMENTS

- Map the new Special District on Sites A and B.
- Rezone Sites A and B, respectively, from M3-1 and M1-4 to appropriate residence districts with commercial overlays.

SPECIAL PERMITS

The Hunter's Point South project on Site A may require special permits from the City Planning Commission related to the amount of accessory parking on certain parcels.

ACQUISITION AND DISPOSITION OF LAND

Development of the Hunter's Point South project on Site A would require eventual acquisition and possible disposition of the land by the City of New York. The land is currently owned by the QWDC (a subsidiary of ESDC, a New York State entity) and the Port Authority of New York & New Jersey.

OTHER ACTIONS

Site A's waterfront is currently subject to permits issued by the U.S. Army Corps of Engineers and New York State Department of Environmental Conservation. These permits allow development of a waterfront park and installation of new stormwater outfalls along the site's waterfront. If changes to the waterfront conditions are proposed, modifications to those permits or new permits may be required.

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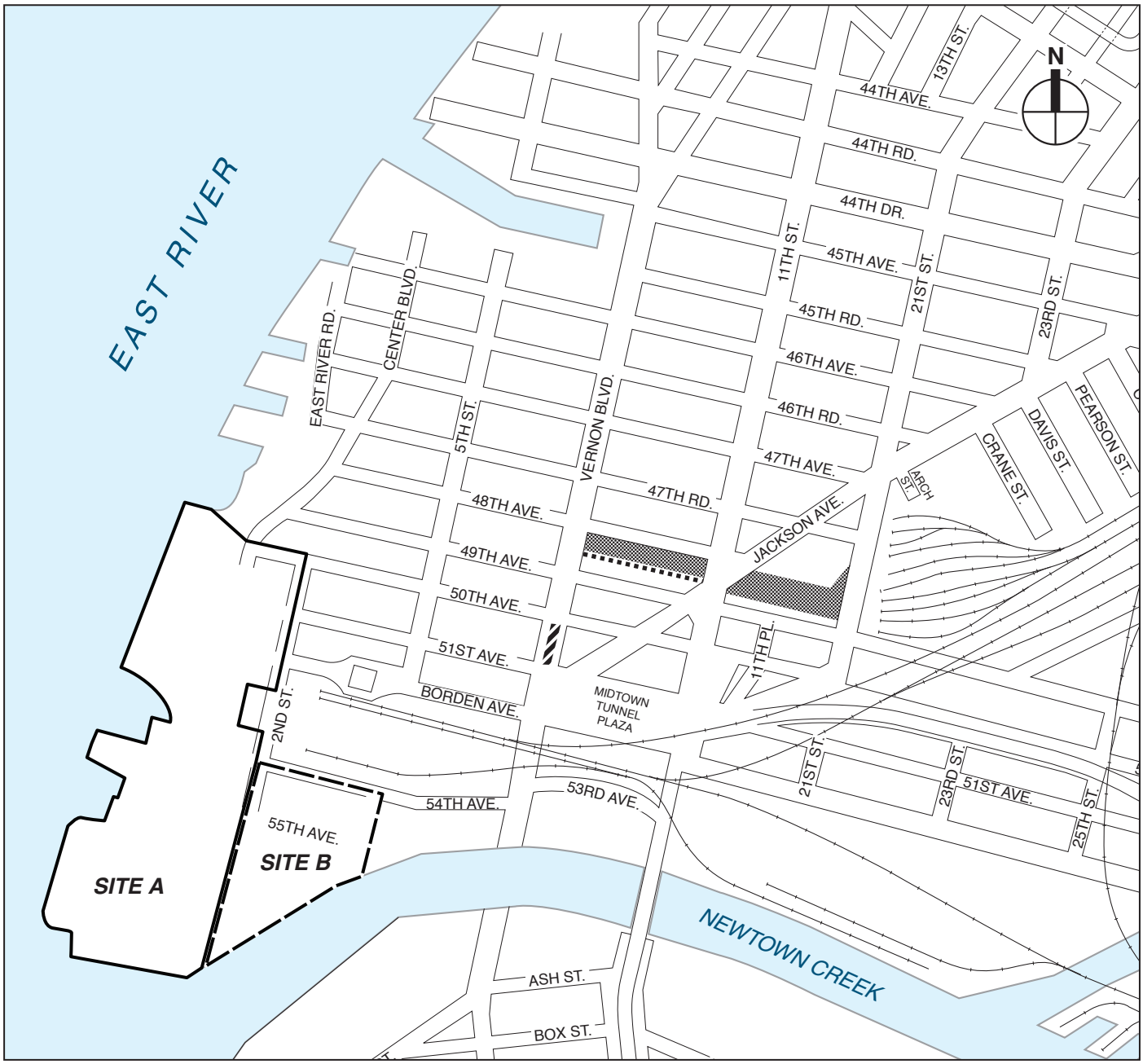


Site A (Hunter's Point South)

Site B

Re-establishment of public place

Elimination of mapped park

Demapping of mapped street

0 1000 FEET

SCALE

Other Related Mapping Actions

HUNTER'S POINT SOUTH REZONING AND RELATED ACTIONS

Figure 5

PROPOSED PROJECT

The Proposed Project is intended to help meet the City's plan for new construction of affordable housing. The Proposed Project calls for approximately 5,000 new residential units on Site A, of which approximately 3,000 would be affordable housing units. In addition, the plan includes retail uses, community facility uses, accessory parking, a new street and bicycle network, infrastructure, and parkland and other publicly accessible open space, including a waterfront esplanade. Pursuant to the newly established special zoning district, Site B may be developed with a maximum bonus FAR of 5.0, if the developer chooses to make 20 percent of the residential units available as affordable housing. The anticipated development includes a total of up to 7.27 million gross square feet of residential, retail, and community facility space on Sites A and B. The proposed actions, if approved, would result in seven new development parcels/blocks on Site A and two new development parcels on Site B.

The Proposed Project would include new ground-floor retail uses accessible from 2nd Street and Center Boulevard to serve the incoming residents. Specific retail tenants have not been identified at this time. It would also include community facilities, such as a community center, medical space, space for a non-profit organization, or some other similar use. A new school would be provided to serve the new residential community as well as students from surrounding areas. The school would potentially serve students in grades 6 through 12.

A waterfront park and other publicly accessible open spaces would be created to serve the range of user groups introduced by the project, including residents, workers, shoppers, and visitors. This would include a continuous waterfront esplanade along Site A's East River waterfront and Site B's Newtown Creek waterfront.

Parking would be provided to meet the demand generated by the proposed uses. It is anticipated that parking would be provided as above-grade, concealed parking facilities located in the bases of the proposed buildings on Site A. Accessory parking on Site B would be developed subject to New York City zoning regulations. On-street parking would also be available for loading and unloading, and short-term visits (e.g., shopping) on Sites A and B.

D. FRAMEWORK FOR ENVIRONMENTAL REVIEW

The proposed actions would change the regulatory controls governing land use and development in the area and would allow its redevelopment over the long term. The EIS will analyze the proposed actions' potential to generate significant adverse environmental impacts as the redevelopment takes place. The EIS will consider alternatives that would reduce or eliminate impacts identified in the technical analyses and propose mitigation measures for such impacts, to the extent practicable. The rezoning would permit a range of development options; among these, the EIS will examine the "reasonable worst case development scenario" anticipated under the proposed actions. The analyses will also account for future off-site development in order to identify conditions in the future, both with and without the proposed actions. The approach to the EIS analyses is discussed below.

NO BUILD SCENARIO

The EIS will include consideration of the future conditions without the proposed actions in place, referred to as the No Build scenario. The No Build scenario provides the future baseline condition to which conditions expected with the proposed actions in place can be compared. Under the No Build scenario, Sites A and B would remain under their current conditions and no

new buildings or roads would be constructed. Site A would not be developed, and existing users on this site, including the Water Taxi, Water Taxi Beach, and Tennis Port facility, would continue operations. The Anheuser-Busch Distribution Facility, currently located on Site B, intends to relocate its operations in 2008 to a newer and modern facility in Hunts Point in the Bronx, New York. The NBC facility currently leases its warehouse space for office and vehicle maintenance and storage, and has an existing lease through February 2010. For purposes of this analysis, it is assumed that NBC would continue to lease the property, and a tenant with similar manufacturing and warehouse operations and traffic patterns as Anheuser-Busch, would occupy the existing building on Site B.

REASONABLE WORST-CASE DEVELOPMENT SCENARIO

Once the proposed actions have been implemented, the Hunter's Point South project would be developed on Site A in accordance with the new zoning district and consistent with the site's newly established zoning. In addition, after implementation of the proposed actions, it is assumed that the privately owned Site B would be redeveloped in accordance with the newly established special zoning district. For purposes of environmental analysis of the effects of the proposed action under CEQR, a "reasonable worst-case development scenario" (RWCDS) has been developed. The RWCDS assumes that development on Site B would be developed pursuant to the maximum developable area allowed by the special zoning district; Sites A and B would be constructed in one phase; and that construction would be completed by 2017. It would include the following elements (see also Table 3):

- *Residential*: It is anticipated that up to 5 million square feet of residential space or 5,000 dwelling units would be developed on Site A. Of these, 60 percent (3,000 units) would be affordable to middle-income families and the remaining 40 percent would be market-rate. On Site B, the RWCDS includes up to 1.5 million square feet or 1,500 dwelling units. Of these, 20 percent (300 units) would be low- to moderate-income affordable housing units.
- *Retail*: Up to 90,500 square feet of retail space is anticipated at Site A and 36,000 square feet of retail at Site B.
- *Community Facility*: The RWCDS includes up to 195,000 square feet of community facility space on Site A. This includes 150,000 square feet of space for a new school, potentially for grades 6 through 12. No community facility space is expected to be developed on Site B.
- *Parking*: Accessory parking would be provided to meet the needs of the project's residential buildings. It is anticipated that parking would be provided for 40 percent of the apartments at Site A. Parking on Site B would be developed in accordance with New York City zoning regulations.
- *Open Space*: An important part of the development plan is the provision of new open space. Site A would include approximately 10 acres of mapped parkland and Site B would include a 40-foot-wide publicly accessible waterfront esplanade. Zoning bonuses for Site B would also provide for additional publicly accessible open space on the south side of 55th Avenue between 2nd Street and Newtown Creek. The proposed open space areas would contain both passive and active recreational areas.

Table 3
Reasonable Worst-Case Development Scenario for Analysis

Use	Site A Anticipated GSF	Site B Anticipated GSF	Total Development
Residential	5,000,000	1,500,000	6,500,000
Number of Units	*5,000*	*1,500*	*6,500*
Retail	90,500	36,000	126,500
Community/Cultural Use	45,000	NA	45,000
School	150,000	NA	150,000
Parking Spaces	2,000	600	2,600
Publicly Accessible Open Space	10 acres	2.39 acres	12.39

E. SCOPE OF WORK

The EIS for Hunter's Point South Rezoning and Related Actions will be prepared pursuant to CEQR and the methodologies set forth in the *CEQR Technical Manual*. The environmental review provides a means for decision-makers to systematically consider environmental effects along with other aspects of project planning and design, to evaluate reasonable alternatives, and to identify, and mitigate where practicable, any significant adverse environmental impacts. The Office of the Deputy Mayor for Economic Development and Rebuilding will act as the lead agency for CEQR review.

The first step in preparing the EIS document is the public scoping process. "Scoping" or creating the scope of work, is the process of focusing the environmental impact analysis on the key issues that are to be studied in the EIS. The proposed scope of work for each technical area to be analyzed in the EIS follows. Analyses will be conducted for one analysis year ("Build" year), 2017, by which time the full build-out associated with the proposed actions is expected to be complete.

TASK 1—PROJECT DESCRIPTION

The first chapter of the EIS introduces the reader to the project and sets the context in which to assess impacts. The chapter will contain a project identification (description and location of the Proposed Project); the background and/or history of prior development proposals for the site (including a brief description of the development proposal previously approved for the site in the 1992 GPP and subsequent proposals, such as the Olympic Village proposal); a description of the existing uses on the sites, including the Tennis Port facility, the water taxi, Gramercy Group Wrecking and Environmental Contractors, as well as Budweiser distributing facility; a statement of the public purpose and need for the project, including a discussion of key planning considerations that have shaped the current proposal; a detailed description of the Proposed Project and the actions necessary to achieve the project; a description of the development program and project siting and design; and a discussion of approvals required, procedures to be followed, and the role of the EIS 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 project against both No Build and alternative options.

TASK 2—LAND USE, ZONING, AND PUBLIC POLICY

The proposed actions include a number of discretionary land use approvals, including zoning actions and changes to the City Map, in order to bring about a significant change in land use on

the project sites. Site A is currently partially vacant and partially occupied by a tennis facility, water taxi, and accessory parking for those uses. Site B is occupied by low-rise manufacturing buildings. With the proposed actions, it is expected that the sites would be redeveloped with a substantial number of residential units, a school, neighborhood retail space, and extensive open space areas.

Two land use study areas will be evaluated—a primary study that will extend north to Anable Basin [to encompass Site A, Site B, and the Queens West (Stages I and II) site], east to Vernon Boulevard, and south to Newtown Creek; and a secondary study area that will include the additional area approximately ½ mile from the border of the project sites (see Figure 1). As the potential for impacts is generally greater in closer proximity to the project sites, the primary study area will be assessed at a greater level of detail than the secondary study area. The land use assessment will include a description of existing conditions and evaluations of the future with and without the proposed actions in 2017. Specific tasks will include:

- Describe in detail existing conditions on Sites A and B and in the primary study area. The EIS will include a land use map to portray predominant land use patterns.
- Based on field surveys and discussions with NYCDCP and other agencies, describe predominant land use patterns and trends in the secondary study area, including a description of recent development trends in Hunter's Point/Long Island City. Existing land use patterns will be highlighted, and current developments will be described.
- Describe and map the existing zoning and recent zoning actions in the study area.
- Describe other public policies that apply to the project sites and the study area, including the General Project Plan (GPP) for the Queens West (Stages I and II) site. Describe the GPP that until recently governed development on Site A.
- List other changes anticipated in the study areas in the future independent of the proposed actions, such as planned development projects, and how these projects might affect land use patterns and development trends in the future without the Proposed Project. Future projects would include the Silvercup West, River East, as well as the adjacent Queens West residential projects. Identify pending zoning actions or other public policy actions that could affect land use patterns and trends in the study area as they relate to the project sites. Based on these changes, assess future conditions in land use and zoning without the proposed action.
- Assess impacts of the Proposed Project—the proposed actions (e.g., the potential creation of a Special Zoning District) and subsequent development (i.e., the residential, community facility, retail, and open space uses)—on land use and land use trends, zoning, and public policy as compared to the future without the Proposed Project. This will include a discussion about the loss of manufacturing-zoned area on the sites and in the surrounding area.

TASK 3—SOCIOECONOMIC CONDITIONS

Socioeconomic impacts can occur when a proposed project directly or indirectly changes economic activities in an area. The purpose of the socioeconomic assessment is to disclose changes that would be created by a proposed action and identify whether they rise to a significant level. The socioeconomic chapter will examine the effects of the proposed action on socioeconomic conditions on Sites A and B and in the surrounding study areas, which will generally conform with the land use study areas outlined in Task 2—a primary study that will extend north to Anable Basin (to encompass Site A, Site B, and the Queens West site), east to

Vernon Boulevard, and south to Newtown Creek; and a secondary study area that will include the additional area approximately ½ mile from the border of the project sites.

The analysis will follow the guidelines of the *CEQR Technical Manual* in assessing the Proposed Project's effects on socioeconomic conditions. According to the *CEQR Technical Manual*, the five principal issues of concern with respect to socioeconomic conditions are whether a proposed project would result in significant impacts due to: (1) direct residential displacement; (2) direct business and institutional displacement; (3) indirect residential displacement; (4) indirect business and institutional displacement; and (5) adverse effects on a specific industry.

The Proposed Project would displace one business, the tennis facility, on Site A. On Site B, the RWCDS assumes that the low-rise industrial facilities on Site B—consisting of a beverage distribution facility with similar operational patterns to the Anheuser Busch facility currently located on Site B (which will move to a new location in Hunts Point in 2008), and the NBC facility—would be replaced by new residential development as well. In addition, the RWCDS would significantly change the use and character of the project sites and introduce some 6,500 new residential units to the area, and could therefore result in impacts to the existing socioeconomic conditions of the surrounding neighborhood. Therefore, an assessment of the effects of the proposed actions on socioeconomic conditions on the project sites and in the surrounding study area will be conducted for the EIS. In conformance with the *CEQR Technical Manual* guidelines, the assessment of each area of concern will begin with a screening assessment or preliminary assessment. Detailed analyses will be conducted for those areas in which the preliminary assessment cannot definitively rule out the potential for significant adverse impacts.

DIRECT RESIDENTIAL DISPLACEMENT

Sites A and B do not currently contain any residential uses. Therefore, the issue of direct residential displacement will be addressed summarily in a preliminary assessment.

INDIRECT RESIDENTIAL DISPLACEMENT

In accordance with *CEQR Technical Manual* guidelines, the detailed analysis for indirect residential displacement will be organized into three components: existing conditions, the future without the Proposed Project, and the future with the Proposed Project.

- Existing Conditions. Demographic and residential real estate data and field investigations will be used to describe existing population characteristics and housing conditions in the project area and within the study area. Tasks will include:
  - Based on Census data from 1990 and 2000, provide trend information on population, households, income, and housing characteristics, including trends in rents, vacancy, and tenure.
  - Based on discussions with local real estate brokers and Real Property Assessment Data (RPAD) from the New York City Department of Finance, and NYCDCP's mid-census adjustments, describe residential market trends in the study area since 2000. Using this information, estimate the total current study area population, and percentage of study area population that is low- and moderate-income households. This effort is particularly important as the study area has seen much of its growth subsequent to the year 2000.

  - Identify populations in the study area that are potentially at risk of indirect displacement by determining the portion of the population below the poverty level and the portion with income levels that are lower than the median for Queens, and the portion of the population living in units not protected by rent control or rent stabilization regulations.

- Future Without the Proposed Project. In conjunction with Task 2, "Land Use, Zoning, and Public Policy," specific development projects that will occur in the study area in the future without the Proposed Project will be identified, such as Queens West and redevelopment of the Pennsylvania Railroad Power House. Changes in population and housing characteristics likely to occur as a result of these actions will be characterized, including: potential increases in population and demographic characteristics of the study area; new residential developments; and changes in rents or sales prices of residential units.
- Future With the Proposed Project/Potential Impacts. Following the guidelines of the *CEQR Technical Manual*, the analysis of indirect residential displacement will use study area data to determine whether the Proposed Project, which would contain a substantial affordable housing component, would have a significant adverse indirect residential displacement impact. The RWCDS assumes development of 6,500 residential units, of which 3,000 would be affordable for middle-income households, and 300 would be affordable to low- to moderate-income households. If the Proposed Project introduces or accelerates a trend of changing socioeconomic conditions, and if the study area contains a population at risk, then the project may have a significant adverse impact.

DIRECT BUSINESS DISPLACEMENT

The Proposed Project would directly displace one business that is currently on Site A, the tennis facility. On Site B, the RWCDS assumes that the beverage distribution facility would be replaced by new residential development as well. The analysis of direct business displacement will identify businesses and estimate employment that would be directly displaced from the project sites. In accordance with *CEQR Technical Manual* guidelines, the analysis will determine whether the directly displaced business(es) have substantial economic value to the City or region, are the subject of regulations or publicly adopted plans to preserve, enhance, or otherwise protect them, or represent a defining element of neighborhood character, and whether the displaced businesses could satisfy their locational needs elsewhere in the City.

INDIRECT BUSINESS DISPLACEMENT

According to the *CEQR Technical Manual*, commercial development of 200,000 square feet or less would typically not result in significant socioeconomic impacts. The Proposed Project would introduce approximately 126,500 square feet of non-residential space that may be devoted to retail.

Using the most recent available data from public and private sources such as New York State Department of Labor, the U.S. Census Bureau, and Claritas, Inc. or ESRI, the analysis will of the potential for indirect business displacement to be caused by the project will describe existing economic activity in the project area, including the number and types of businesses and institutions and employment by key sectors. The analysis will also describe physical characteristics of the existing commercial and manufacturing buildings in the study area, including size and condition of the structures, approximate vacancy rates, and rent levels, based on visual inspections, RPAD data, local real estate listings, and discussions with local real estate brokers. In accordance with *CEQR Technical Manual* guidelines, the analysis uses these data to consider whether the Proposed Project would have the potential to result in significant indirect

business or institutional displacement impacts by altering existing economic patterns in the study area or by altering or accelerating an ongoing economic trend. In addition, the analysis of indirect business displacement will consider whether the influx of residents and the elimination of area zoned for manufacturing (in conjunction with Task 2, "Land Use, Zoning, and Public Policy") could accelerate market pressures for commercial uses that could, over time, lead to displacement of existing manufacturing and warehousing activity, or existing retail establishments in the study area.

ADVERSE EFFECTS ON SPECIFIC INDUSTRIES

Based on the guidelines in the *CEQR Technical Manual*, the analysis of effects on specific industries will determine whether the Proposed Project would significantly affect business conditions in any industry or category of businesses within or outside the study area, and whether the Proposed Project would substantially reduce employment or impair viability in a specific industry or category of businesses.

TASK 4—COMMUNITY FACILITIES AND SERVICES

Community facilities comprise public schools, libraries, outpatient health care facilities, publicly funded day care facilities, and police and fire protection services. The demand for community facilities and services is directly related to the type and size of the new population generated by a proposed action. According to the *CEQR Technical Manual*, preliminary thresholds indicating the need for detailed analyses are as follows:

- Public Schools: More than 50 elementary/middle school or 150 high school students.
- Libraries: A greater than 5 percent increase in the ratio of residential units to libraries in the borough. For Queens, this is equivalent to a residential population increase of 621 units.
- Health Care Facilities (outpatient): More than 600 low- to moderate-income units.
- Day Care Centers (publicly funded): More than 50 eligible children based on the number of low/moderate-income units by borough. For Queens, this is equivalent to an increase of 250 low-income or 278 low/moderate-income units.
- Fire Protection: The project area is served by the Fire Department of the City of New York's (FDNY) Engine 258 Ladder 115 Fire Company, located on 47th Avenue, between Vernon Boulevard and 11th Street. The ability of FDNY to provide fire protective services for a new project usually does not warrant a detailed assessment under CEQR. Generally, a detailed assessment of fire protective services is included only if a proposed project would affect the physical operations of, or access to and from, a station house. The EIS will include an discussion of existing and forecasted staffing, and response times for the fire company serving the project area.
- Police Protection: The project area is served by the 108th Precinct of the New York City Police Department (NYPD), located on 50th Avenue, between 5th Street and Vernon Boulevard. The ability of the NYPD to provide public safety for a new project usually does not warrant a detailed assessment under CEQR. Generally, an assessment of police protective services is included only if a proposed action would affect the physical operations of, or access to and from, a precinct house. The EIS will discuss the existing and forecasted staffing, and response times for the precinct serving the project area.

The RWCDS would introduce approximately 6,500 new residential units, of which 3,000 would be affordable to middle-income households. The RWCDS would not directly affect a police or fire station but would exceed the other thresholds set forth in the *CEQR Technical Manual* for analysis of community facilities. Therefore, detailed analyses will be conducted for public schools, libraries, health care facilities, and day care centers. The individual catchment areas for each service provider will serve as the study area boundaries for these analyses. Although the Proposed Project would not directly affect any police or fire protection services, the police and fire facilities that serve the project area will be identified in the EIS for informational purposes.

TASK 5—OPEN SPACE AND RECREATIONAL FACILITIES

Based on the *CEQR Technical Manual*, an open space assessment should be conducted if a proposed action would directly affect an open space or if the action would add more than 200 residents or 500 workers, since this new population would add demand for open spaces. Using the average household size for Queens Community District 2 of 2.63 (from *Census 2000*) the Proposed Project would introduce an estimated 13,150 and 3,945 residents and approximately 600 and 150 workers on Sites A and B, respectively, and thus would exceed the thresholds of the *CEQR Technical Manual*. In addition, the project would create approximately 10 acres of publicly accessible open space. Therefore, a detailed analysis of open space will be conducted. This analysis will determine whether the project will affect the quantitative and qualitative measures of open space adequacy within the ¼-mile and ½-mile study areas recommended for commercial and residential projects in the *CEQR Technical Manual*. Specific tasks will include:

- Establish the study area boundaries, specifically: a study area of ½ mile (or a 20-minute walk) around the project sites for the residential population, and a study area of ¼ mile (or a 10-minute walk) around the project sites for the worker population. All Census Block Groups with at least 50 percent of their area falling within these study areas will be included in the open space study areas.[1]
- Prepare a demographic analysis of the worker and residential populations of the study areas.
- Compile an inventory of all publicly accessible passive and active open spaces, both publicly and privately owned, for the study area. This will be accomplished through coordination with the New York City Department of Parks and Recreation (NYCDPR) and private owners of open spaces, and verified through field visits. The inventory will include an evaluation of the size, condition, and use of existing open spaces, such as Gantry Plaza State Park. Qualitative discussions of major publicly accessible open spaces in proximity to the project sites but outside the study area will also be included.
- In conformance with *CEQR Technical Manual* methodologies, assess the adequacy of existing publicly accessible open space facilities. This analysis will include a quantitative assessment of the ratio of open space to population and a qualitative assessment that considers such factors as the adequacy of open spaces to serve particular age groups.
- Assess expected changes in future levels of open space supply and demand in 2017 based on other planned development projects within the study areas. The analysis for future conditions will also consider the creation of new public open spaces in the study area, such as the remaining open spaces to be constructed in Queens West North. Open space ratios

[1] **Note:** Census Block Groups, rather than Tracts, will be used for this analysis because the Census Tracts in this area are very large.

will be developed for future conditions and compared with existing ratios to determine changes in future levels of adequacy.

- Based on the residential and worker population added by the RWCDS, as well as the new publicly accessible open space, assess the project's effects on open space supply and demand. This will include a quantitative assessment of project impacts based on a comparison of open space ratios in the future with and without the Proposed Project. It will also include a qualitative evaluation that considers such factors as the proximity of other open spaces outside the study area and the adequacy of the area's open spaces to serve the particular age groups in the study area. Identify the need for mitigation, if any.

TASK 6—SHADOWS

The CEQR criteria for a shadows assessment state that actions that result in developments with shadows long enough to reach sun-sensitive resources (publicly accessible open spaces, historic landscapes, historic resources with sunlight-dependent features, or important natural features) require an analysis of shadows. Because the Proposed Project would replace vacant land, parking areas, and several low-rise buildings with new high-rise buildings, and because the project would be located near open spaces—in particular, open spaces at the Gantry Plaza State Park in Queens West North as well as the new open spaces to be created at Hunter's Point South and Site B—a detailed shadow analysis will be performed following the methodology recommended in the *CEQR Technical Manual*. Tasks will be as follows:

- Determine the coverage area and daily path of shadows cast by the maximum building envelopes permitted under the proposed action on each of the four analysis days recommended by the *CEQR Technical Manual*: 1) December 21 (the shortest day of the year), 2) June 21 (the longest day of the year), 3) March 21/September 21 (the equinoxes), and 4) May 6/August 6 (the midpoints between the equinoxes and the longest day of the year).[1]
- In coordination with Tasks 5, "Open Space and Recreational Facilities," and 7, "Historic Resources," identify, map, and describe any existing and anticipated future publicly accessible open spaces (including the new public open space at Sites A and B), important natural resources, and historic resources with sun-sensitive features located within the path of the Proposed Project's shadows. This includes for open spaces, the mapping of active and passive recreation areas and features of the open spaces, such as benches or play equipment, and for historic resources, the identification of any sun-sensitive features.
- Prepare a three-dimensional CAD model of the area within the shadow sweep of the Proposed Project's buildings that will include existing structures and topographical data. Prepare shadow diagrams for time periods when incremental shadows from the Proposed Project could fall onto sun-sensitive resources on the four analysis days. Create a duration table that identifies entering and exiting times for incremental shadows on each sun-sensitive resource.
- Identify and assess any potential impacts of incremental shadows on sun-sensitive resources on the four analysis days. If potential adverse impacts are identified, the amount of

[1] **Note:** The shadows on the two equinox days (March 21 and September 21) are the same; therefore one analysis is conducted for these two days. Similarly, the shadows on May 6 and August 6 are also the same and one analysis is conducted for those two days.

remaining sunlight on those sensitive resources as well as the types of vegetation, recreational activities, and/or historic features involved will be considered in reaching impact conclusions. Describe the shadows on the new open space to understand the quality of the open space that would be created by the Proposed Project.

- If necessary, identify potential mitigation measures for any significant adverse impacts generated by the Proposed Project.

TASK 7—HISTORIC AND ARCHAEOLOGICAL RESOURCES

According to the *CEQR Technical Manual*, an assessment of historic resources is warranted for projects with the potential to affect either archaeological or architectural resources. Actions that could affect archaeological resources and that typically require an assessment are those that involve in-ground disturbance or below-ground construction, such as excavation. Actions that warrant an architectural resources assessment include new construction, demolition, or significant alteration to any building, structure, or object; a change in scale, visual prominence, or visual context of any building, structure, or object or landscape feature; construction, including but not limited to, excavation, vibration, subsidence, dewatering, and the possibility of falling objects; additions to or significant removal, grading, or replanting of significant historic landscape features; screening or elimination of publicly accessible views; and the introduction of significant new shadows or significant lengthening of the duration of existing shadows over a historic landscape or on a historic structure with sunlight-dependent features (see "Shadows," above).

Site A is adjacent to the Long Island City (Pennsylvania Railroad) Power House, which was determined eligible for listing on the State and National Registers of Historic Places when the previous Final EIS for the original Queens West project that was prepared in 1990. The 1990 Final EIS concluded that there were no potential archaeological resources or architectural resources located on Site A. Since the Proposed Project involves different proposed buildings and in-ground disturbance, including development on Site B that was not included in the 1990 FEIS, and is occurring more than a decade later than planned and thus, surrounding conditions may have changed, an analysis of historic resources will be undertaken for the proposed actions in accordance with the guidelines of the *CEQR Technical Manual* and in consultation with the New York City Landmarks Preservation Commission.

The proposed actions, including below-grade construction, a change in visual scale, and other changes, would exceed the *CEQR Technical Manual* thresholds and therefore an analysis of historic resources will be undertaken for the proposed actions in accordance with the guidelines of the *CEQR Technical Manual* and in consultation with the New York City Landmarks Preservation Commission (NYCLPC). The analysis of archaeological and architectural resources will include the following tasks:

- Coordinate with NYCLPC regarding archaeological sensitivity of the project sites.
- In consultation with NYCLPC, determine the study area for the analysis of the Proposed Project's potential impacts on architectural resources. This area will encompass the areas where the Proposed Project could result in potential physical (construction related) and contextual (visual) impacts on architectural resources, nearby, including potential changes to the context of structures when viewed from the Manhattan waterfront.

- Map and briefly describe designated architectural resources within the study area, including the nearby Long Island City Powerhouse. Architectural resources comprise National Historic Landmarks on the site and properties listed on or determined eligible for listing on the State and National Register of Historic Places (S/NR, S/NR-eligible), NYCLs, properties listed within New York City Historic Districts (NYCHD), and properties pending NYCL and NYCHD designation.
- Based on visits to the sites and study area by an architectural historian, determine whether there are any potential architectural resources that could be adversely affected by the Proposed Project. Potential architectural resources comprise properties that may be eligible for listing on the S/NR and/or designation as a NYCL. Identification of potential architectural resources will be based on criteria for listing on the National Register as found in the Code of Federal Regulations, Title 36, Part 60. Map and describe any identified architectural resources.
- Based on planned development projects, qualitatively discuss any impacts on archaeological and architectural resources that are expected in the future without the Proposed Project.
- Assess any direct physical impacts of the Proposed Project on architectural and archaeological resources, as appropriate. In conjunction with Task 8, "Urban Design and Visual Resources," assess the Proposed Project's potential to result in any visual and contextual impacts on architectural resources.
- Where appropriate, develop mitigation measures to avoid and/or reduce any adverse effects on any potential architectural resources in consultation with NYCLPC.

TASK 8—URBAN DESIGN AND VISUAL RESOURCES

According to the *CEQR Technical Manual*, a detailed assessment of urban design and visual resources is undertaken when a proposed action would result in buildings or structures substantially different in height, bulk, form, setbacks, size, scale, use, or arrangement than exists; when an action would change block form, demap an active street, map a new street, or would affect the street hierarchy, street wall, curb cuts, pedestrian activity, or other streetscape elements; or when an action would result in above-ground development or would change the bulk of new above-ground development and is proposed in an area that includes significant visual resources. In addition, views to the waterfront (view corridors) are of particular importance.

The Proposed Project would dramatically alter the appearance of the site by replacing a tennis facility, parking and vacant areas, and a distribution center with a mixed-use development comprised of low-, mid-, and high-rise buildings and open space areas. Development on this prominent waterfront site, which is visible from Manhattan, would bring a number of new structures of a larger scale and more modern design than the current context. These new structures would alter the urban design character of Sites A and B and immediate area.

This section of the EIS will consider the effects of the Proposed Project on the urban design and visual resources of the surrounding area. Tasks will be as follows:

- Define the study area for urban design and visual resources. The study area will be defined during the analysis to encompass the project sites, immediate area, and areas from which the Proposed Project would be visible, including the Manhattan waterfront.

- Based on field visits, describe the project sites and the urban design, visual resources, and major view corridors of the study area, using photographs and text as appropriate. Following the guidance outlined in the *CEQR Technical Manual*, the EIS will consider the following urban design characteristics: natural features, block forms, streetscape elements, street patterns and street hierarchy, as well as building bulk, use, type, and arrangement.
- Based on planned development projects, describe the changes expected in the urban design and visual character of the study area that are expected in the future without the Proposed Project.
- Assess the potential changes in urban design and visual resources that could result from the Proposed Project in the study area.
- Assess the differences between the future without the Proposed Project and the future with the Proposed Project and evaluate the significance of those changes.

The urban design assessment will focus on the design characteristics of buildings and streets, whereas the visual resources assessment will focus on public view corridors, vistas, or natural or built features that make up an area's visual resources.

TASK 9—NEIGHBORHOOD CHARACTER

The character of a neighborhood is established by numerous factors, including land use patterns, the scale of development, the design of buildings, the presence of notable historic, physical, or natural landmarks, and a variety of other features, including traffic and pedestrian patterns, noise, and socioeconomic conditions. The transformation of the project sites from low-rise buildings and vacant areas to fully developed sites with a mix o flow-, mid-, and high-rise buildings and a waterfront park would continue the development that has already occurred at Queens West to the north and would certainly alter the character of the immediate surroundings. Therefore, the EIS will include an assessment of neighborhood character. CEQR impact categories that will be considered in the neighborhood character assessment include land use, urban design, visual resources, historic resources, socioeconomic conditions, traffic, and noise. Subtasks include:

- Drawing on other EIS sections, describe the predominant factors that contribute to defining the character of the area;
- Based on planned development projects, public policy initiatives, and planned public improvements, summarize changes that can be expected in the character of the neighborhood in the future without the Proposed Project; and
- Drawing on the analysis of impacts in various other EIS sections, assess and summarize the Proposed Project's impacts on neighborhood character.

TASK 10—HAZARDOUS MATERIALS

According to the methodology of the *CEQR Technical Manual*, a hazardous materials assessment is conducted when elevated levels of hazardous materials exist on a site, when an action would increase pathways to their exposures, either human or environmental, or when an action would introduce new activities or processes using hazardous materials, thereby increasing the risk of human or environmental exposure. The *CEQR Technical Manual* specifically states that analysis of hazardous materials should be conducted for proposed rezoning of a

manufacturing zone to a commercial or residential zone. The EIS will include an analysis of hazardous materials in the project area. Tasks are as follows:

- The potential for hazardous materials to be present will be determined from the Phase I report (which reviews fire insurance and other historical maps; aerial photographs, New York State Department of Environmental Coordination (NYSDEC) and New York City Fire Department records) and Phase II report. Wherever possible, this information will be used to discuss potential contamination on individual parcels.
- The potential for subsurface disturbance (associated with implementation of the overall plan including demolition and decommissioning of existing utilities) will be provided along with the potential for exposure to workers and the community during development of the project sites (i.e., when any subsurface contamination would be exposed and remediated) and to site occupants/users following development (especially more sensitive uses such as residences and schools).
- Based on the potential for impacts from hazardous materials, appropriate and presumptive remedial measures will be described. These measures may include: requirements prior to or during building demolition; testing and remediation of contaminated soil or groundwater prior to or during construction; special measures for the disposal of excavated soil; mitigation measures incorporated into the project design (e.g., venting of soil gas or capping of areas with soil contamination); and measures to protect health and safety during and, if appropriate, after construction.

TASK 11—NATURAL RESOURCES AND WATER QUALITY

Following the methodologies presented in the *CEQR Technical Manual*, a natural resources assessment is conducted when a natural resource is present on or near a project site and when an action involves the disturbance of that resource. The *CEQR Technical Manual* defines natural resources as water resources, including surface water bodies and groundwater; wetland resources, including freshwater and tidal wetlands; upland resources, including beaches, dunes, and bluffs, thickets, grasslands, meadows and old fields, woodlands and forests, and gardens and other ornamental landscaping; and built resources, including piers and other waterfront structures.

Sites A and B are located adjacent to the East River and Newtown Creek, and publicly accessible waterfront open space will be a major component of the Proposed Project. Stages II, III, and IV of the Queens West project were evaluated previously in a 2001 Joint Permit application to the U.S. Army Corps of Engineers (ACOE) and the New York State Department of Environmental Conservation (NYSDEC), and the project is permitted by the ACOE (Permit No. 2002-00063) and NYSDEC (Permit No. 2-6304-00427/00005). These permits authorize such work as replacement of the bulkhead, constructing a platform over the East River as a viewing area, creating a fishing pier/overlook, installing four new sewer outfalls and rehabilitating four existing outfalls, and creating a new beach area. The permits also include creation of 0.7 acres of low and high marsh wetlands throughout the project area, removal of in-water debris, placement of riprap for shoreline stabilization where possible, and revegetation of uplands adjacent to the waterways. Some of these enhancement measures—wetlands creation, retention of piles, beach augmentation, and re-armoring of existing riprap slopes—are to be located within Site A.

The EIS will include an assessment of the Proposed Project's effects on natural resources, including water and sediment quality in nearby water bodies and terrestrial and aquatic habitats and wildlife on and near the project sites.

WATER QUALITY

The following tasks will be undertaken for the analysis of water quality:

- Using existing information available from sources such as the New York-New Jersey Harbor Estuary Program (HEP), NYSDEC, and NYCDEP, the USEPA, and the National Oceanic and Atmospheric Administration (NOAA), summarize the existing water quality and sediment conditions of the East River and Newtown Creek within the vicinity of the project sites at a level of detail appropriate to the Proposed Project.
- Assess the future conditions for water and sediment quality of the East River and Newtown Creek in the vicinity of the project sites for the No Build condition. This assessment will take into account future improvements to water and sediment quality that would result from ongoing regional projects, such as the HEP and NYCDEP initiatives to minimize discharges from combined sewer outfalls (CSOs).
- Evaluate the project's consistency with the existing NYSDEC and ACOE permits for Site A.
- Assess the potential effects of the Proposed Project on future water and sediment quality of the East River and Newtown Creek. This analysis will consider the potential short- and long-term effects of stormwater discharges to the East River and Newtown Creek during construction and operation of the project, and the discharge of sanitary wastewater from the project sites into the combined sewer system that would in turn result in discharges to CSOs into Newtown Creek and the East River.
- Discuss potential long-term effects to water quality of the East River in the vicinity of the Bowery Bay Water Pollution Control Plant (WPCP) due to projected increased discharges to the combined sewer system.
- Describe short-term increases in suspended sediment and sediment contaminants into the water column associated with any in-water or shoreline activities proposed on Site B.
- Develop mitigation measures to minimize potential effects to water quality, if required.

NATURAL RESOURCES

The following work tasks will be undertaken as part of the natural resource analysis:

- Identify and briefly describe the city, state, and federal regulatory programs that apply to the Proposed Project with respect to natural resources, and the permits or approvals that would be required for the construction of the project. These programs include those that regulate activities in wetlands, such as the New York State Tidal Wetlands Regulations, Section 401 of the Clean Water Act (water quality certification), and the New York State Protection of Waters Regulations administered by NYSDEC, and Section 10 of the Rivers and Harbors Act and Section 404 of the Clean Water Act administered by ACOE.
- Conduct a site visit to describe existing terrestrial habitats and wildlife present at Sites A and B and describe the existing floodplain, terrestrial and aquatic resources at a level of detail appropriate to the Proposed Project.

- Assess the future conditions for the natural resources within the vicinity of the project sites without the Proposed Project in the 2017 build year. This assessment will take into account future improvements to water and sediment quality from ongoing regional projects described previously under the water quality assessment, and New York City projects implemented to minimize discharges from CSOs to the East River and Newtown Creek.
- Assess the potential impacts to the projected future floodplain, wetlands, aquatic and terrestrial resources from the Proposed Project.
- Describe the potential beneficial aquatic habitat improvements associated with wetland creation, beach improvement, and other shoreline enhancements specified in the ACOE and NYSDEC permits for the project, and the potential long-term beneficial impacts to plants and wildlife from the proposed landscaping of open space areas and other improvements to the East River and Newtown Creek waterfronts.
- Develop mitigation measures as necessary to minimize potential effects to terrestrial and aquatic resources.

TASK 12—WATERFRONT REVITALIZATION PROGRAM

Sites A and B are located within the boundaries of the City's Coastal Zone. Therefore, the Proposed Project will be assessed for its consistency with the City's Local Waterfront Revitalization Program (LWRP). The EIS will undertake a detailed analysis of the LWRP's 10 policies and assess the consistency of the Proposed Project with the policies. This review will incorporate the results of the analyses of potential impacts to the resource areas addressed by the LWRP. The waterfront revitalization analysis will draw from various impact analyses throughout the EIS, as relevant. These impact analyses will be based on different study areas reflecting the requirements of each analysis.

TASK 13—INFRASTRUCTURE

The proposed development of about 6,500 residential units and approximately 320,000 square feet of retail and community facilities would place greater demands on the infrastructure systems than in the existing condition or in the future without the Proposed Project. In addition, the new street grid and circulations pattern would require changes in the existing water and sewer lines.

This chapter will analyze the Proposed Project's demand for water, generation of sewage, and handling of stormwater. As described in the *CEQR Technical Manual*, due to the size of New York City's water supply system and the City's commitment to maintaining adequate water supply and pressure for all users, few actions would have the potential to result in a significant adverse impact on the water supply system. The sewage generation and water usage rates will be from the *CEQR Technical Manual*. The analysis will:

- Estimate the water demand for the existing uses, the demand that would occur in the future without the Proposed Project, and with the Proposed Project.
- Assess the potential effects of the Proposed Project's incremental demand on the City-wide water supply system and on the local area water supply system.
- Describe the existing sewer system that serves the project sites (using NYCDEP sewer maps) and the planned system. The latest 12-month average flows to the Bowery Bay

WPCP, obtained from NYCDEP, will be presented. The projected flows in 2017, the project's build year, to the WPCP will be presented using NYCDEP's July 2006 projections.

- Estimate the sanitary sewage generation for the Proposed Project. The effects of the incremental demand on the proposed sewer system and on the Bowery Bay WPCP will be assessed.
- Estimate the volume of stormwater runoff and describe the methods of handling the stormwater.

TASK 14—SOLID WASTE AND SANITATION SERVICES

This chapter will assess the project's generation of solid waste and demand for sanitation service using rates from the *CEQR Technical Manual*. The analysis will:

- Describe existing and expected future solid waste disposal practices in New York City, based on the 2006 Comprehensive Solid Waste Management Plan.
- Estimate the current solid waste generation on the project sites.
- Assess the impacts of the Proposed Project's solid waste generation on the public and private solid waste collection and disposal systems.

TASK 15—ENERGY

According to the *CEQR Technical Manual*, a detailed assessment of energy impacts is limited to actions that could significantly affect the transmission or generation of energy or that generate substantial indirect consumption of energy (such as a new roadway). Given the scale of the project, the EIS will provide an assessment of projected changes in the demand for energy and will describe the project's effect on existing supply systems. Should any construction of new distribution lines or substations be necessary to meet the potential demand, this would also be described in the EIS.

TASK 16—TRAFFIC AND PARKING

The primary objective of the traffic and parking analysis is to assess whether the proposed actions can be expected to have significant impacts on the roadway network and parking, and to identify and evaluate appropriate mitigation measures to address such impacts. The *CEQR Technical Manual* requires traffic and parking assessments for any proposed action that would result in development greater than the levels shown in Table 3O-1 (see 2001 *CEQR Technical Manual* page 3O-2). In particular, for projects located within one mile of a subway station but outside of Manhattan, Downtown Brooklyn, Long Island City, and Downtown Flushing, the thresholds for analysis are as follows: 200 residential units; 75,000 gross square feet (gsf) of office development; 10,000 gsf of retail space; 15,000 gsf of restaurant or community facility space; and 60 new public parking spaces. For Long Island City, the thresholds are similar but slightly higher. The RWCDS would greatly exceed the thresholds for residential development (with 6,500 dwelling units), retail space (with 126,500 gsf), and number of parking spaces (estimated at 2,600) and would also exceed the thresholds for community facility space (with a total of 195,000 gsf, including the new school). Therefore, a detailed analysis of the potential traffic and parking impacts of the Proposed Project will be provided in the EIS.

The following tasks will be undertaken:

- Define the primary and secondary traffic study areas encompassing the intersections to be analyzed. These are the intersections where enough traffic might be expected from the Proposed Project to raise the possibility that impacts might occur.

  Primary Traffic Study Area

  It is anticipated that the primary traffic study area will include 28 intersections closest to the project sites and through which the concentration of project-generated traffic would be most intense (see Figure 6). In general, it is bounded by 48th Avenue to the north, 11th Street to the east, Newtown Creek to the south, and the East River to the west. The primary study area will include all intersections to be created as part of the Hunter's Point South street network, which is being developed as part of NYCEDC's Master Plan study. The traffic analysis will evaluate entry points from existing streets into the new street network. The 28 intersections in the primary study area are as follows:

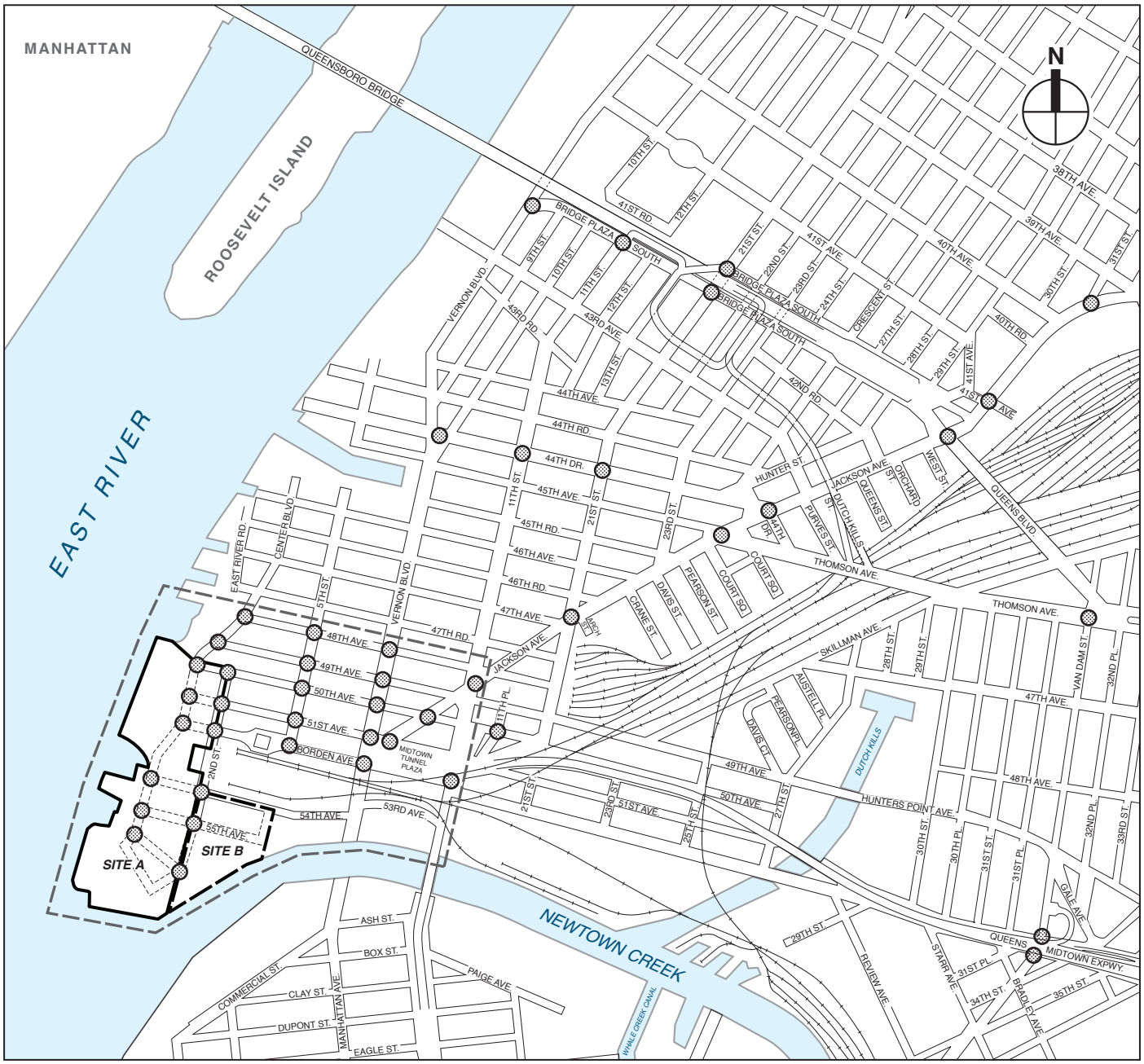
  - Center Boulevard at 48th, 49th, 50th, 51st, Borden, 54th, 55th and 56th Avenues
  - 2nd Street at 50th, 51st, Borden, 54th, 55th and 56th Avenues
  - 5th Street at 48th, 49th, 50th, 51st and Borden Avenues
  - Vernon Boulevard and 48th, 49th, 50th, 51st and Borden Avenues
  - Jackson Avenue and 11th Street (at the foot of the Pulaski Bridge) and at 49th and 51st Avenues
  - Borden Avenue and the ramp to/from the Queens-Midtown Tunnel Expressway (QMT) just east of the QMT toll booths (note: it is expected that a significant volume of traffic will enter the eastbound LIE through this intersection, and that Manhattan trips will exit the QMT and head toward the project sites through this location as well)

  Secondary Traffic Study Area

  The secondary traffic study area will include 17 intersections farther from the project sites, but locations at which a significant volume of project-generated traffic is expected to pass and/or where background traffic conditions are heavily trafficked or are known congestion points (see Figure 6). No traffic-related impacts would be expected at intersections in Brooklyn, since project-generated traffic would be dispersed by the time it reached locations in Brooklyn. The 17 intersections to be included in the secondary study area are as follows:

  - 11th Place and 50th Avenue (note: this intersection denotes the ramp entrance to the westbound QMT Expressway and toll plaza area)
  - LIE westbound exit ramp at Van Dam Street
  - Borden Avenue and Van Dam Street
  - Vernon Boulevard at 44th Drive and at Queens Plaza South
  - 11th Street at 44th Drive and at Queens Plaza South
  - 21st Street at Jackson Avenue, 44th Drive, Queens Plaza South and Queens Plaza North
  - Jackson Avenue at Thomson Avenue, 44th Drive, Queens Boulevard, and Queens Plaza North/41st Avenue and at 31st Street
  - Queens Boulevard/Thomson Avenue/Van Dam Street

10.8.07



Site A (Hunter's Point South)

Site B

Primary Traffic Study Area

Proposed New Streets

Traffic Intersection to be Analyzed

Proposed Traffic Analysis Locations

HUNTER'S POINT SOUTH REZONING AND RELATED ACTIONS

Figure 6

- Assemble available traffic data that is not more than three years old and conduct new traffic counts where needed. Three peak traffic hours will be analyzed—the weekday AM, midday, and PM peak hours.
- Tabulate the traffic count data, identify the specific AM, midday and PM peak hours, and prepare balanced traffic volume maps for the three peak traffic analysis hours.
- Inventory street widths, street directions, number of travel lanes and lane widths, traffic restrictions, parking regulations, signal phasing and timing plans, location of bus stops, midblock driveways, and other data needed to conduct the traffic analyses. Official signal timing plans will be obtained from New York City Department of Transportation (NYCDOT) and discrepancies from field-observed signal timings will be noted and NYCDOT will be advised.
- Conduct intersection capacity and level of service (LOS) analyses using 2000 *Highway Capacity Manual* procedures, resulting in volume-to-capacity (v/c) ratios, average vehicle delays, and levels of service by lane group and for the overall intersection. Levels of service will be presented in graphical and tabular formats.
- Determine traffic volumes in year 2017 under the future No Build condition and prepare balanced No Build traffic volume maps. This will include an annual background traffic growth rate as specified in the *CEQR Technical Manual* plus traffic expected to be generated by anticipated development projects elsewhere in the primary and secondary traffic study areas. The definition of these "No Build" development projects will be identified in conjunction with Task 2, "Land Use, Zoning, and Public Policy." The traffic projections for background conditions may be obtained either from those projects' EISs or from a trip generation analysis to be conducted for them for the No Build condition within this EIS.
- Incorporate changes to the street network that are likely to be in place by the 2017 analysis year including, for example, new traffic signal installations, roadway geometric changes or intersection channelization improvements, parking prohibitions, and signal phasing and timing changes for which commitments have been made by the City either for other projects or which are being implemented otherwise. This will be undertaken in coordination with NYCDCP and NYCDOT.
- Conduct intersection capacity and levels of service analyses for year 2017 No Build conditions using 2000 *Highway Capacity Manual* procedures, resulting in v/c ratios, average vehicle delays, and levels of service by lane group and for the overall intersection. Levels of service results will be presented in graphical and tabular formats.
- Determine the volume of vehicular traffic that the RWCDS is expected to generate in the peak traffic analysis hours using a range of CEQR-compatible sources such as previously certified EIS data, *CEQR Technical Manual* information, and U.S Census data.
- Assign project-generated vehicle trips to the roadway network and through each of the intersections being analyzed, and develop balanced Build traffic volume maps.
- Conduct intersection capacity and levels of service analyses for year 2017 Build conditions using 2000 *Highway Capacity Manual* procedures, resulting in v/c ratios, average vehicle delays, and levels of service by lane group and for the overall intersection. Levels of service results will be presented in graphical and tabular formats. Significant traffic impacts will be identified as per *CEQR Technical Manual* guidelines.

- Identify and evaluate traffic capacity improvements needed to mitigate significant traffic impacts including, for example, new traffic signal installations where needed to mitigate significant traffic impacts at unsignalized intersections, signal phasing and timing modifications, enforcement of existing parking regulations, modifications to existing parking regulations where needed for daylighting at intersection or where needed for full blockfaces, turn prohibitions, lane restriping and/or intersection channelization improvements, and other standard traffic engineering measures.
- Conduct an inventory of on-street and off-street parking spaces within a one-quarter mile radius of the project sites. This will include a mapping of parking lots and garages, a tabulation of their capacities and their occupancies on a typical weekday, and a quantification of the number of available on-street spaces that are legally available for use by future development tenants in the area.
- Project parking usage and availability under year 2017 No Build conditions using the annual background traffic growth rate and new parking facilities expected to be operational in 2017 and their expected occupancy levels.
- Develop parking accumulation estimates for the RWCDS using overnight parking demand based on the 2000 Census and the parking index that will be proposed for the development's parking garages and profiles of in/out activity by hour of the day.
- Using the parking accumulation estimates for the RWCDS, assess parking utilization for on- and off-street parking facilities for the AM, midday, and PM peak periods. Identify projected parking shortfalls, if any, and identify measures to alleviate such shortfalls.

TASK 17—TRANSIT AND PEDESTRIANS

If a project exceeds the thresholds for traffic and parking analyses, then a preliminary trip generation analysis is often conducted to determine whether transit and pedestrian analyses should be conducted. Pedestrian analyses are often conducted if an action would result in residential or office projects that are 50 percent greater than the thresholds described above for traffic and parking. Given the scale of the proposed new development, the project would certainly introduce more than 200 new transit riders during the peak hour and would introduce a large number of new pedestrians on the nearby sidewalks. The transit and pedestrians analysis will incorporate project-related components, assess whether the proposed action can be expected to result in significant impacts, and evaluate appropriate mitigation measures to address such impacts. The specific elements of this analysis are as follows:

- Define transit analysis components to be analyzed. The subway analysis will encompass station circulation and control area elements at the Vernon Boulevard/Jackson Avenue and the 23rd Street/Ely Avenue subway stations and line-haul conditions on the No. 7 and E/V subway lines. The bus analysis will assess existing and future loading conditions of the nearest local bus routes (Q103 and B61). No analysis will be conducted of the LIRR stations at Long Island City or Hunterspoint Avenue, since it is unlikely that a substantial number of commuters residing at the new development at Hunter's Point South and Site B would travel to or from work via these stations.
- Define pedestrian study areas to be analyzed. It is assumed that the new sidewalks, crosswalks, and corner reservoirs would be designed to be adequate in size for the project's population. The assessment of potential pedestrian impacts will therefore be conducted for

likely routes to nearby subway stations, where pedestrian trips would concentrate. These locations include the intersections at Vernon Boulevard at 50th, 51st, and Borden Avenues.

- Collect ridership and pedestrian data. For the transit analyses, existing data on station stairwells, control areas, line-haul levels, and bus loading will be collected via a combination of new counts during the weekday AM and PM peak periods and data requests to NYCT. Pedestrian data will be gathered for the weekday AM, midday, and PM peak periods.
- Determine the existing capacities and levels of service along or through critical elements of the two subway stations in accordance with *CEQR Technical Manual* and/or New York City Transit design criteria. Evaluate existing line-haul conditions at the East River portal stations in both Queens and Manhattan for the No. 7 and E/V subway lines. Project future No Build and Build volumes at these stations and along the each of the subway lines. Identify potential significant impacts and mitigation measures, if necessary, in consultation with NYCT.
- Detail existing, future No Build, and future Build conditions for nearby bus routes. Potential significant impacts and feasible mitigation measures will be identified.
- Based on the survey of existing usage levels described above and future travel demand projections, discuss the potential need to expand future ferry service at the site.
- Evaluate area crosswalks, corners, and adjoining sidewalks. Where necessary, appropriate measures will be recommended to mitigate potential significant pedestrian impacts.
- Compile accident data for the most recent three-year period to identify high pedestrian/bicycle accident locations. Information obtained for these locations will be assessed to determine specific accident trends, geometric deficiencies, and operational issues. Where necessary, safety improvement measures will be recommended.
- Qualitatively assess bicycle transit within the rezoning area, including existing and proposed on-street bicycle lanes as part of the City's bicycle network.

TASK 18—AIR QUALITY

With 6,500 new residential units, the number of project-generated trips will exceed the *CEQR Technical Manual* air quality analysis screening threshold of 50 vehicles in the peak hour (which is the threshold for projects proposed in the area of Queens that includes downtown Long Island City and the Hunter's Point waterfront) at a number of locations within the study area. Thus, an analysis of mobile emissions air quality impacts will be conducted to determine carbon monoxide (CO) levels. In addition, the Proposed Project would provide new parking facilities; therefore, the mobile source CO analysis will account for the additional impacts from these sources.

In addition, an analysis of particulate matter (PM_{10} and $PM_{2.5}$) from mobile sources due to the potential traffic volumes generated by the proposed actions will be conducted at the locations where the greatest potential for project-related increases would occur.

The Proposed Project would introduce new stationary sources of air pollution in the form of stacks from each new building's heating, ventilation, and air conditioning (HVAC) systems. Therefore, a stationary source analysis will be conducted to evaluate the potential for impacts from the HVAC systems on the surrounding area. The stationary source air quality impact analysis will determine the effects of emissions from the Proposed Project on pollutant levels

(i.e., sulfur dioxide, carbon monoxide, particulate and/or nitrogen dioxide concentrations). In addition, the project would bring new sensitive uses (i.e., residences, a school, parks) near an existing manufacturing district, raising the possibility of adverse effects from any air pollutants emitted in the manufacturing district. Therefore, an analysis to examine the potential for impacts on residents of the Proposed Project from industrial emissions will be performed.

MOBILE SOURCE ANALYSES

- Gather existing air quality data. Collect and summarize existing ambient air quality data for the study area. Specifically, ambient air quality monitoring data published by NYSDEC will be compiled for the analysis of existing and future conditions.
- Determine receptor locations for the CO microscale analysis. Select critical intersection locations in the study area, and outside the study area, based on data obtained from the Proposed Project's traffic analysis. At each intersection, multiple receptor sites will be analyzed in accordance with CEQR guidelines.
- Select dispersion model. The EPA CAL3QHC screening model will be used for less congested locations. EPA's CAL3QHCR refined intersection model will be used at intersections that are found to exceed CO standards or de minimis criteria using the CAL3QHC screening model, and for the $PM_{10}/PM_{2.5}$ intersection analysis. For this analysis, five years (2001-2005) of meteorological data from nearby La Guardia Airport and concurrent upper air data from Brookhaven, New York will be utilized for the simulation program.
- Select emission calculation methodology and "worst-case" meteorological conditions. Vehicular cruise and idle emissions for the dispersion modeling will be computed using EPA's MOBILE6.2 model. For the "worst-case" analysis (at screening locations), conservative meteorological conditions to be assumed in the dispersion modeling are a 1 meter per second wind speed, Class D stability, and a 0.70 persistence factor. In addition, the *CEQR Technical Manual* recommended winter temperature of 43 degrees Fahrenheit will be used as input to the model.
- At each mobile source microscale receptor site, calculate maximum 1- and 8-hour CO concentrations for existing conditions, the future conditions without the Proposed Project and the future conditions with the Proposed Project. Maximum 24-hour and annual PM_{10} and $PM_{2.5}$ concentrations will be determined for the future conditions without the Proposed Project and the future conditions with the Proposed Project. CO concentrations will be determined for up to three peak periods for one analysis year and program. No field monitoring will be included as part of these analyses.
- Assess the potential CO impacts associated with new parking facilities anticipated in the RWCDS. Information on the conceptual design of the parking facilities will be employed to determine potential off-site impacts from emissions. A screening analysis will be used following the procedures suggested in the *CEQR Technical Manual* for parking facilities to determine maximum potential worst-case impacts. Cumulative impacts from on-street sources and emissions from the proposed parking facilities will be calculated where appropriate.
- Compare existing and future levels with standards. Future CO pollutant levels with and without the Proposed Project will be compared with the National Ambient Air Quality

Standards (NAAQS) to determine compliance with standards, and the City's CO de minimis and $PM_{2.5}$ interim guidance criteria will be employed to determine the impacts of the Proposed Project.

- Determine the consistency of the Proposed Project with the strategies contained in the State Implementation Plan (SIP) for the area. At any receptor sites where violations of standards are predicted, analyses would be performed to determine what mitigation measures would be required to attain standards.
- Examine mitigation measures, as necessary.

STATIONARY SOURCE ANALYSES

- A stationary source screening analysis will be conducted to determine the potential impacts of the Proposed Project, as well from existing or proposed large facilities within 1,000 feet of the project sites, as well as commercial, institutional, or large-scale residential developments within 400 feet of the project sites. These facilities could include the existing residential buildings in Queens West to the north of the project sites, as well as the industrial uses adjacent to the existing Anheuser Busch facility. Project-on-project impacts will also be determined, where applicable. The screening analyses will use the procedures outlined in the *CEQR Technical Manual*.
- A field survey will be performed to identify any manufacturing or processing facilities within 400 feet of Sites A and B. NYCDEP's Bureau of Environmental Compliance (BEC) files, EPA's envirofacts and NYSDEC's *Air Guide 1* will be examined to determine if there are permits for any industrial facilities that are identified. A review of federal and state permits will also be conducted. Based upon this information a determination will be made of whether further detailed analysis is necessary. If warranted, the ISC3 dispersion model screening database will be used to estimate the short-term and annual concentrations of critical pollutants at the potential receptor sites. Predicted worst-case impacts on the project will be compared with the short-term guideline concentrations (SGC) and annual guideline concentrations (AGC) reported in NYSDEC's DAR-1 AGC/SGC Tables (December 2003) to determine the potential for significant impacts. In the event that violations of standards are predicted, measures to reduce pollutant levels to within standards will be provided.

TASK 19—NOISE

According to the *CEQR Technical Manual*, a noise analysis may be appropriate if an action would generate new mobile or stationary sources of noise or would be located in an area with high ambient noise levels. Specifically, an analysis of mobile source noise is typically required if an action generates or reroutes vehicular traffic, resulting in a doubling of traffic at any given location. Mobile source noise analyses are also warranted for actions near heavily trafficked thoroughfares or near (and with a direct line of site to) railroad lines or rail activity. Analyses of stationary source noise are warranted for projects that introduce new stationary sources of noise (including playgrounds) near sensitive receptors, or that introduce sensitive receptors near stationary sources of noise. The Proposed Project would introduce a substantial amount of new vehicular traffic to the project sites and surrounding area. Therefore, a noise analysis is warranted and will be performed for the EIS. Building attenuation required to provide acceptable interior noise levels will also be examined and discussed in the EIS.

The noise study will focus on assessing: (1) potential noise impacts due to project-generated traffic; and (2) the level of attenuation needed in project-developed buildings to satisfy CEQR requirements. The methodologies and impact criteria used for the noise analyses will satisfy all applicable regulations, including CEQR requirements.

The noise study will include the following tasks:

- Select appropriate noise descriptors. Appropriate noise descriptors that characterize the noise environment and the impact of the proposed development will be selected. Based on criteria outlined in the *CEQR Technical Manual*, the 1-hour equivalent ($L_{eq(1)}$) and, where appropriate, the L_{10} noise levels will be examined.
- Perform a screening analysis to determine locations where there is the potential for significant impacts due to the project. In general, these locations would be places where traffic generated by the Proposed Project would have the potential to result in a doubling of passenger car equivalents (PCEs). Proportional modeling techniques will be used for this screening analysis.
- Select receptor locations for detailed analysis. Two types of receptor sites will be selected: receptor sites for detailed impact analysis, and receptor sites for building attenuation purposes. Receptor sites selected for impact analysis will be those locations where the Proposed Project has the potential for significant impact (based upon a screening analysis that will look for a doubling of PCEs), and are likely to include:
  - Jackson Avenue between 50th and 51st Avenues
  - Vernon Boulevard between 49th and 48th Avenues
  - 50th Avenue between Vernon Boulevard and 5th Street
  - 51st Avenue between Vernon Boulevard and 5th Street

  These receptor sites will include locations where the Proposed Project would have the greatest potential to affect ambient noise levels. Receptor sites for building attenuation purposes will be locations where building design measures would be necessary to satisfy the interior noise level criteria outlined in the *CEQR Technical Manual*.
- Measure existing noise levels. At each of the receptor sites identified above, existing noise levels will be measured during three time periods—weekday AM, midday, and PM peak periods. Measurements will be made using a Type 1 instrument, and L_{eq}, L_1, L_{10}, L_{50}, and L_{90} values will be recorded.
- Calculate existing noise levels. Existing noise levels will be calculated at each impact receptor site using the Federal Highway Administration (FHWA) Traffic Noise Model, TNM 2.5 model. Calculated values will be compared with measured noise levels. Where necessary, adjustment factors will be calculated to account for noise from sources other than modeled nearby roadways.
- Determine future noise levels without the Proposed Project. At each of the impact receptor locations, noise levels without the Proposed Project will be determined using the TNM model and predicted No Build traffic (i.e., volumes, vehicle mixes, and speeds) for the analysis year of 2017.
- Determine future noise levels with the Proposed Project for the 2017 analysis year. At each of the impact receptor locations, noise levels with the Proposed Project will be determined

using the TNM model and predicted Build traffic (i.e., volumes, vehicle mixes, and speeds). For proposed residential sites, noise from nearby stationary sources will be included in the analyses.

- Compare noise levels with impact evaluation criteria. Existing noise levels and future noise levels, both with and without the project, will be compared with the noise impact criteria contained in the *CEQR Technical Manual* to determine project impacts.
- Determine the level of building attenuation required. For the buildings analyzed as part of the Proposed Project, the level of attenuation and the types of measures necessary to achieve the attenuation specified in the *CEQR Technical Manual* will be examined.
- Examine mitigation measures, if necessary. Recommendations of measures to attain acceptable interior noise levels and to reduce noise impacts to acceptable levels will be made.

TASK 20—CONSTRUCTION IMPACTS

The EIS will assess potential construction-related impacts associated with the Proposed Project. Construction impacts will be evaluated according to *CEQR Technical Manual* guidelines. As recommended in the *CEQR Technical Manual*, construction-related impacts are typically analyzed to determine any disruptive or noticeable effects arising during a project's construction. Construction analyses for most new projects should include an assessment of impacts related to traffic, air quality, and noise, among other areas. The project would involve construction of nine new buildings as well as associated roadways, infrastructure, and parkland. This construction would take place over a period of approximately eight years, although each individual building would typically be under construction for approximately two years. Therefore, the construction would be similar to what is taking place today at the Queens West site to the north of the project sites. As with any large construction project, construction activity would likely be noisy and disruptive at times to nearby uses. This disruption would be most likely to disturb residents of completed buildings at Queens West, and, as buildings at Sites A and B are completed, the residents in the project buildings themselves. The construction analysis will be largely qualitative, focusing on areas where construction activities may pose specific environmental problems. As part of the qualitative discussion, the EIS will consider the temporary effects of ongoing project construction on project buildings that could be occupied within the project sites. The likely construction schedule for development at the site and an estimate of activity on-site will be described. Technical areas to be analyzed include:

- Historic Resources. Any potential construction-period impacts on architectural and/or archaeological resources will be considered, as appropriate.
- Traffic and Parking. The construction chapter will identify the peak construction time period and quantify the volume of construction trucks and construction workers expected to travel to and from the construction sites by auto or taxi. The EIS will make determinations of the trip origins of construction trucks and construction worker vehicle trips and prepare an assignment of these trips to the roadway network approaching and leaving the site. The remainder of the traffic analysis will be qualitative. It will consist of a comparison of traffic volumes expected on the roadway network from the Proposed Project (i.e., Build increments) to those expected during construction and a projection on where significant traffic impacts might be expected and what types of mitigation measures might be needed.

The amount of parking needed by construction workers will be estimated and an evaluation of the ability of area streets and off-street parking facilities to accommodate this demand will be made. Should a parking shortfall during peak construction periods be identified, this will be documented in the EIS.

- Transit and Pedestrians. The EIS will consider the potential effects the Proposed Project may have on transit service availability and accessibility.
- Air Quality. The construction air quality impact section will contain a qualitative discussion of both mobile air source emissions from construction equipment and worker and delivery vehicles, and fugitive dust emissions from site grading, filling, and excavation activities associated with the Proposed Project. It will discuss measures to reduce impacts.
- Noise. The construction noise impact section will contain a qualitative discussion of noise from construction activity.
- Hazardous Materials. In conjunction with Task 10, "Hazardous Materials," the EIS will summarize actions to be taken during project construction to limit exposure of construction workers to potential contaminants.
- Natural Resources. In conjunction with Task 11, "Natural Resources," the EIS will summarize actions to be taken during project construction to avoid impacts on natural resources, including any wetlands, surface waters, and wildlife.
- Other Technical Areas. As appropriate, this section will discuss the other areas of environmental assessment for potential construction-related impacts.

TASK 21—PUBLIC HEALTH

According to the *CEQR Technical Manual*, public health comprises the activities that society undertakes to create and promote a community's wellness. The *CEQR Technical Manual* states that a public health assessment may be warranted if a project would increase vehicular traffic or emissions from stationary sources; potentially increase exposure to heavy metals and other contaminants; create potentially significant noise impacts on sensitive receptors; or result in an exceedance of accepted federal, state, or local standards. Using the analyses prepared as part of the EIS, a summary chapter that discusses the project's potential to affect public health will be prepared. This will use the latest information available information available from NYCDEP and the New York City Department of Health, as appropriate.

TASK 22—MITIGATION

Where significant project impacts have been identified in the analyses discussed above, practical measures that have the potential to avoid or mitigate those impacts will be identified. This task summarizes the findings of the relevant analyses and discusses potential mitigation measures. Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

TASK 23—ALTERNATIVES

The purpose of an alternatives analysis is to present reasonable options for reducing or eliminating project impacts while substantively meeting project goals and objectives; to demonstrate a reasonable range of options to the proposed action; and to compare potential impacts under alternative approaches for meeting project objectives. Specific alternatives to be analyzed will include a General Project Plan Alternative, in which the program previously

approved for Site A would be developed; an As-of-Right Alternative, in which Site A is redeveloped in conformance with its existing zoning; and a Reduced Impact Alternative, which considers a revised project that avoids some or all of the significant adverse impacts identified in the EIS analyses for the Proposed Project. As required by 6 NYCRR Part 617 (5)(v), the EIS will also include a description of a No Build alternative, which describes the conditions that would exist in the future if the proposed actions were not implemented. For each of the alternatives, the EIS will provide a description of the alternative and a discussion that compares the impacts of the alternative to those of the Proposed Project. The analysis of each alternative will be largely qualitative, except where impacts of the project have been identified. Mitigation measures will be identified, if necessary.

TASK 24—EXECUTIVE SUMMARY

The executive summary will utilize relevant material from the body of the EIS to describe the Proposed Project, the necessary approvals, environmental impacts predicted to occur, measures to mitigate those impacts, unmitigated and unavoidable impacts (if any), and alternatives to the Proposed Project.

TASK 25—OTHER CHAPTERS

As required by CEQR, the EIS will include chapters that examine the trade-offs between project objectives and identified impacts. These chapters will include a discussion of:

- Unavoidable Adverse Impacts. This section will discuss those impacts identified in the EIS analyses which are significant and adverse, but unavoidable regardless of the mitigation used.
- Growth-Inducing Aspects. This section will assess potential impacts that may result from development that is triggered by the Proposed Project. These impacts are generally referred to as secondary impacts.
- Irreversible and Irretrievable Commitment of Resources. This section will summarize potential short-term and long term impacts from the loss of environmental resources, both man-made and natural resources, as a result of implementation of the Proposed Project. ✷