

## **Astoria Cove FOREWORD**

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This document is the Final Environmental Impact Statement (FEIS) for the Astoria Cove project (the Proposed Action). Acting on behalf of the City Planning Commission (CPC), which is the City Environmental Quality Review (CEQR) lead agency, the New York City Department of City Planning (DCP) determined the Draft Environmental Impact Statement (DEIS) for the project to be complete and issued a Notice of Completion for the DEIS on April 18<sup>th</sup>, 2014. CPC held a public hearing on the DEIS in Spector Hall at 22 Reade Street in Manhattan on August 6<sup>th</sup>, 2014, concurrently with the Uniform Land Use Review Procedure (ULURP) public hearing. The public hearing also considered modifications to the applicant's ULURP application as described below. Comments were accepted at that hearing and throughout the public comment period, which remained open until August 18<sup>th</sup>, 2014.

The FEIS reflects all substantive comments made on the DEIS during the DEIS public hearing and subsequent DEIS comment period. These comments are summarized and responded to in Chapter 26, "Response to Comments on the DEIS." Changes to the text and graphics from the DEIS were made in this FEIS, as necessary, in response to these comments. Written testimony provided at the public hearing and submitted during the comment period are included in Appendix K.

In addition, this FEIS addresses modifications to the proposed zoning text amendment (ULURP No. N140329(A)ZSQ), Large Scale General Development (LSGD) Special Permit (ULURP No. C140323(A)ZSQ), and waterfront Special Permit (ULURP No. C140324(A)ZSQ) analyzed as part of the Proposed Action in the DEIS. The "Modified Action," as noted below, has been analyzed in the new Chapter 25, "Potential Modifications to the Proposed Project." The Modified Action would make the Inclusionary Housing Program (IHP) applicable to the proposed R7A and R6B zoning districts, which would increase the allowable residential floor area. In addition, under the Modified Action, the market-rate and affordable dwelling units would be redistributed, to provide affordable housing in all of the proposed buildings.

Other changes between the DEIS and this FEIS include:

- Revised Chapter 1, "Project Description," for: (1) inclusion of a description of the Modified Action, which was filed subsequent to the publication of the DEIS; (2) refinements to the air quality (E) designation and the elimination of the noise (E) designation; and (3) information on the Letter of Intent (LOI) the Applicant and the School Construction Authority (SCA) has entered into pertaining to the proposed elementary school.
- Updates to Chapter 1, "Project Description," Chapter 2, "Land Use, Zoning, and Public Policy," and Chapter 3, "Socioeconomic Conditions," to reflect the relocation of two businesses formerly located on the project site.
- Updates to the analyses in Chapter 4, "Community Facilities," to incorporate new school and child care utilization data, as well as planned changes in child care facilities in the child care facilities study area.
- Updates to the analyses and conclusions in Chapter 8, "Urban Design and Visual Resources," to reflect: (1) a wind tunnel analysis conducted subsequent to the completion of the DEIS; and (2) the incorporation of a canopy at the northeast corner of Building 3, consistent with the ULURP

application for the Proposed Action. Based on the additional pedestrian wind analysis, no significant adverse pedestrian wind impacts are anticipated.

- Updates to Chapter 10, “Hazardous Materials,” to reflect additional Phase II testing requirements for the future school site and the intent of the Applicant to carry out Phase II investigative work of the future school site prior to project approval.
- Chapter 13, “Transportation,” of the DEIS stated that an analysis of Saturday peak hour conditions would be conducted before issuance of the FEIS. The updates to Chapter 13, “Transportation,” are as follows: (1) inclusion of a weekend conditions analysis conducted since the completion of the DEIS; (2) incorporation of New York City Department of Transportation (NYCDOT) comments; and (3) revised No-Action and With-Action analyses to reflect NYCDOT Vision Zero improvements proposed subsequent to the completion of the DEIS.
- Updates to the analyses in Chapter 14, “Air Quality,” to include additional analyses and refinements to the air quality (E) designations.
- New and updated analyses and conclusions in Chapter 16, “Noise,” to reflect: (1) subsequent noise monitoring conducted since the completion of the DEIS; (2) the incorporation of a detailed playground noise analysis (also conducted since the completion of the DEIS); and (3) changed conditions in study area land uses. Based on the additional analysis, no significant adverse noise impacts are anticipated.
- Updates to Chapter 17, “Public Health,” to reflect the updated analyses and conclusions from Chapter 16, “Noise,” and Chapter 19, “Construction Impacts.”
- Updates to Chapter 18, “Neighborhood Character,” to reflect the updated analyses and conclusions in Chapter 8, “Urban Design and Visual Resources,” Chapter 13, “Transportation,” and Chapter 16, “Noise.”
- Chapter 19, “Construction Impacts,” of the DEIS stated that additional construction air quality and noise analyses would be conducted before issuance of the FEIS. The updated analyses and conclusions in Chapter 19, “Construction Impacts,” reflect: (1) additional Applicant construction equipment emission reduction commitments; (2) a CadnaA construction noise analysis conducted subsequent to the completion of the DEIS; (3) an AERMOD construction air quality analysis of Building 3’s worst-case construction period (supplementing the DEIS’s air quality analysis of Building 2’s worst-case construction period); and (4) changed conditions in study area land uses. Based on the additional (CadnaA) construction noise analysis, no significant adverse construction noise impacts are anticipated.
- Updates to Chapter 20, “Mitigation,” in the areas of community facilities, open space, and transportation to reflect the updated analysis in Chapter 4, “Community Facilities,” updated analyses in Chapter 13, “Transportation,” and further evaluation of potential mitigation measures for the significant adverse open space, traffic, and transit (subway) impacts. The urban design, noise, and construction noise sections of Chapter 20, “Mitigation,” were removed to reflect the conclusions of no significant adverse impacts in the updated Chapter 8, “Urban Design and Visual Resources,” Chapter 16, “Noise,” and Chapter 19, “Construction Impacts.”
- Updates to the Chapter 21, “Alternatives” assessments of community facilities, urban design and visual resources, transportation, noise, and construction consistent with the updated analyses of Chapter 4, “Community Facilities,” Chapter 8, “Urban Design and Visual Resources,” Chapter 13, “Transportation,” Chapter 16, “Noise,” and Chapter 19, “Construction Impacts,” as well as the findings of no significant adverse impacts for pedestrian wind, noise, and construction noise.

- Updates to Chapter 22, “Unavoidable Adverse Impacts,” to reflect the further evaluation of mitigation measures conducted between the Draft and Final EIS and the findings of no significant adverse noise impacts.
- Updates to Appendix C, “Community Facilities,” Appendix E, “Pedestrian Wind,” Appendix G, “Hazardous Materials,” Appendix H, “Construction,” and Appendix I, “Alternatives,” to reflect changes to their respective FEIS chapters.
- Chapter 25, “Potential Modifications to the Proposed Project,” which summarizes the Modified Action and examines whether the changes would alter the conclusions presented in the FEIS, and the corresponding Appendix J, “Potential Modifications to the Proposed Project,” are entirely new to the document.
- Chapter 26, “Response to Comments on the DEIS,” and the corresponding Appendix K, “Written Comments on the DEIS” are entirely new to the document.

Except where indicated, all text changes since publication of the DEIS are marked by double underlines in this FEIS. No double-underlining is used for this Foreword or for Chapter 25, “Potential Modifications to the Proposed Project” and Chapter 26, “Response to Comments on the DEIS,” which, as noted above, are entirely new to the EIS.