A. INTRODUCTION

Under *City Environmental Quality Review* (CEQR) *Technical Manual* guidelines, a land use analysis evaluates the uses and development trends in the area that may be affected by a proposed action, and determines whether that proposed action is compatible with those conditions or may affect them. Similarly, the analysis considers the action's compliance with, and effect on, the area's zoning and other applicable public policies.

The Proposed Action involves zoning map amendments, a zoning text amendment, a City map amendment, large scale general development (LSGD) Special Permits, a waterfront Special Permit, authorization to modify waterfront public access area requirements, and a waterfront certification from the City Planning Commissioner (CPC) Chairperson (collectively the "Proposed Action") for an approximately 8.7-acre site in the Astoria neighborhood of Queens. The Proposed Action would facilitate a new mixed-use predominantly residential development ("the proposed project"). The Proposed Action is intended to provide opportunities for new residential and commercial development, as well as enhance and upgrade the waterfront area to provide waterfront access. The Proposed Action would create opportunities for new housing development, including affordable housing, on underutilized and vacant land formerly used for manufacturing and warehousing uses, where there is no longer a concentration of industrial activity and where strong demand for housing exists.

The proposed zoning map changes would replace the existing M1-1 and R6 zoning districts within the proposed rezoning area with R6B, R7-3 with a C2-4 commercial overlay, and R7A with a C2-4 commercial overlay; a proposed City map amendment would map an extension of 4th Street from 26th Avenue to the waterfront public access area, and demap the unbuilt portion of 8th Street between 27th Avenue and the waterfront; LSGD Special Permits to allow for the redistribution of floor area within the LSGD, authorize a reduction in the distance between buildings, waiver requirements for the minimum distance between windows and lot lines, and extend the Special Permit' vesting term to ten years; a waterfront Special Permit would modify bulk requirements; authorizations to modify waterfront public access area requirements; and CPC Chairperson certification for compliance with waterfront public access and visual corridors as modified by the proposed authorizations. A related zoning text amendment would apply the Inclusionary Housing Program (IHP) to the proposed R7-3 zoning district located north of 26th Avenue between 4th and 9th Street. The text of the proposed zoning text amendment is included in its entirety in Appendix A.

Under CEQR guidelines, a preliminary land use assessment, which includes a basic description of existing and future land uses and zoning, should be provided for all projects that would affect land use or would change the zoning on a site, regardless of the project's anticipated effects. CEQR also requires a detailed assessment of land use conditions if a detailed assessment has been deemed appropriate for other technical areas, or in generic or area-wide zoning map amendments. Therefore, this chapter includes a detailed analysis that involves a thorough description of existing land uses and zoning within the rezoning area and the broader study area. Following the guidelines of the *CEQR Technical Manual*, the detailed analysis describes existing and anticipated future conditions to a level necessary to understand the relationship of the Proposed Action to such conditions, assesses the nature of any changes to these conditions that would be created by the Proposed Action, and identifies those changes, if any, that could

be significant or adverse. The detailed assessment discusses existing and future conditions with and without the Proposed Action in the 2023 analysis year for a primary study area (coterminous with the rezoning area), and a secondary (¼-mile) study area surrounding the rezoning area.

B. PRINCIPAL CONCLUSIONS

No significant adverse impacts on land use, zoning, or public policy, as defined by the guidelines for determining impact significance set forth in the *CEQR Technical Manual*, are anticipated in the future with the Proposed Action in the primary or secondary study areas. The Proposed Action would not directly displace any land uses so as to adversely affect surrounding land uses, nor would it generate land uses that would be incompatible with land uses, zoning, or public policies in the secondary study area. The Proposed Action would not create land uses or structures that would be incompatible with the underlying zoning, nor would it cause a substantial number of existing structures to become non-conforming. The Proposed Action would not result in land uses that conflict with public policies applicable to the primary or secondary study areas.

The Proposed Action would result in an overall increase in residential and commercial use throughout the primary study area, when compared to conditions in the future without the Proposed Action. The proposed zoning map amendments would allow new residential and commercial development at a scale and density that is compatible with the existing zoning designations in the surrounding areas. Also, while the affected area is currently zoned for manufacturing uses, it is located within an area that is largely characterized by residential and retail uses. The affected area contains underutilized and vacant lots used for vehicle/open storage, where residential uses are not permitted per the existing zoning. The proposed rezoning would therefore provide opportunities for new affordable and market rate residential development on those underutilized lots and would be consistent with the goals outlined in PlaNYC. The proposed rezoning action would ensure that the zoning designation more accurately reflects the area's development trends.

The Proposed Action would also enhance and upgrade the currently inaccessible waterfront area to provide waterfront access. The proposed project includes 83,846 square feet (sf) of publicly accessible open space which would include a waterfront esplanade that would run along the entire length of the project site providing active and passive recreation space. Per the Waterfront Revitalization Program (WRP) Consistency Assessment (WRP #12-104), which was reviewed by DCP's Waterfront and Open Space Division, the proposed project would support the applicable policies of the recently revised WRP.

In addition, to encourage new residential development for all income levels, the Proposed Action would create increased densities though use of the IHP to expand and enhance future affordable housing development opportunities.

C. METHODOLOGY

The purpose of this chapter is to examine the effects of the Proposed Action and determine whether or not it would result in any significant adverse impacts on land use, zoning, or public policy. The analysis methodology is based on the guidelines of the *CEQR Technical Manual* and examines the Proposed Action's consistency with land use patterns and development trends, zoning regulations, and other applicable public policies.

According to the *CEQR Technical Manual*, a detailed assessment of land use, zoning, and public policy may be appropriate when needed to sufficiently inform other technical reviews and determine whether changes in land use could affect conditions analyzed in those technical areas. Therefore, this chapter includes a detailed analysis that involves a thorough description of existing land uses within the directly affected area and the broader study area. Following the guidelines of the *CEQR Technical Manual*, the detailed analysis describes existing and anticipated future conditions to a level necessary to understand the relationship of the Proposed Action to such conditions, assesses the nature of any changes on these conditions that would be created by the Proposed Action, and identifies those changes, if any, that could be significant or adverse.

Existing land uses were identified through review of a combination of sources including field surveys and secondary sources such as the 2010 *Astoria Rezoning Environmental Assessment Statement* (EAS) and the 2013 *Halletts Point Rezoning Environmental Impact Statement* (EIS), as well as the City's Primary Land Use Tax Lot Output (PLUTO™) data files for 2013, and websites such as NYC Open Accessible Space Information System (OASIS, www.oasisnyc.net) and NYCityMap (http://gis.nyc.gov/doitt/nycitymap/). New York City Zoning Maps and the Zoning Resolution of the City of New York were consulted to describe existing zoning districts in the study areas and provided the basis for the zoning evaluation of the future No-Action and future With-Action conditions. Relevant public policy documents, recognized by the New York City Department of City Planning (DCP) and other City agencies, were utilized to describe existing public policies pertaining to the study areas.

Analysis Year

The analysis year is the Proposed Action's anticipated completion date of 2023. Therefore the future No-Action condition accounts for land use and development projects, initiatives, and proposals that are expected to be completed by 2023.

Study Area Definition

According to the *CEQR Technical Manual*, the appropriate study area for land use, zoning, and public policy is related to the type and size of the proposed project, as well as the location and context of the area that could be affected by the project. Study area radii vary according these factors, with suggested study areas ranging from 400 feet for a small project to 0.5 miles for a very large project. In accordance with CEQR guidelines, land use, zoning, and public policy are addressed and analyzed for two geographical areas: (1) the rezoning area and the project site (also referred to as the primary study area); and (2) a secondary study area. The secondary study area extends an approximate quarter- (¼-) mile from the boundary of the rezoning area and encompasses areas that have the potential to experience indirect impacts as a result of the Proposed Action. It is generally bounded by 18th Street to the east, Main Avenue to the south, and the East River to the west and north. Both the primary and secondary study areas have been established in accordance with *CEQR Technical Manual* guidelines and can be seen in Figure 2-1, "Land Use Study Area."

D. DEVELOPMENT HISTORY

Astoria is a neighborhood in northwestern Queens that is located along the East River roughly from 36th Avenue to 20th Avenue and as far east as the Brooklyn-Queens Expressway and La Guardia Airport. In 1870, Astoria, Hunter's Point, Steinway, and Ravenswood consolidated to form Long Island City. In 1898, Long Island City became incorporated as part of New York City.

Land Use, Zoning, & Public Policy Study Area



In the late 19th and early 20th centuries, much industrial and residential development occurred in the area, spurred by the opening of the Queensboro Bridge in 1909, the Hell Gate Bridge in 1916, and construction of the Astoria elevated subway line, which opened on 31st Street in 1917. The East River waterfront, extending from Long Island City to Astoria, experienced continued development of industrial uses, while residential development continued in inland areas. Later transportation projects further increased connectivity with the rest of the City, such as the extension of subway service on Steinway Street and Broadway in 1933 and construction of the Triborough Bridge in 1936. The New York City Housing Authority (NYCHA) Astoria Houses campus south of the rezoning area is comprised of 22 buildings with a total of 1,103 dwelling units are home to approximately 3,135 residents on a 27-acre site. The housing complex was completed in 1951.

Beginning in the 1970s, industrial use in Queens began to decline as a result of the overall decline of the manufacturing sector throughout the country. Today, areas historically occupied by industrial uses that have become vacant or underutilized are being redeveloped with residential and commercial uses. In 2010, the City adopted the Astoria Rezoning Project, which spanned across portions of 238 blocks of the neighborhood, as a response to accelerated construction of new residential buildings in the area. The purpose of the rezoning was to: (1) preserve the existing scale and character of the area while allowing for a modest increase in residential and commercial density in appropriate limited locations; and (2) incentivize the development of affordable housing.

E. PRELIMINARY ASSESSMENT

Land Use and Zoning

A preliminary assessment, which includes a basic description of existing and future land uses and zoning, should be provided for all projects that would affect land use or would change the zoning on a site, regardless of the project's anticipated effects. In addition, under CEQR guidelines, if a detailed assessment is required in the technical analyses of socioeconomic conditions, neighborhood character, traffic and transportation, air quality, noise, infrastructure, or hazardous materials, a detailed land use assessment is appropriate. Furthermore, for some projects, such as generic or area-wide zoning map amendments, more detailed land use and zoning information is necessary to sufficiently inform other technical reviews and determine whether changes in land use could affect conditions analyzed in those technical areas. This EIS provides detailed assessments of socioeconomic conditions, transportation, air quality, noise, neighborhood character, hazardous materials, and infrastructure; therefore a detailed assessment of land use and zoning is warranted and is provided in Section F below. As a detailed assessment is warranted for the Proposed Action, the information that would typically be included in a preliminary assessment (e.g., physical setting, present land use, zoning information, etc.) has been incorporated into the detailed assessment in Section F below. As discussed in the detailed assessment, the Proposed Action is not expected to adversely affect land use or zoning.

Public Policy

According to the *CEQR Technical Manual*, a project that would be located within areas governed by public policies controlling land use, or that has the potential to substantially affect land use regulation or policy controlling land use, requires an analysis of public policy. A preliminary assessment of public policy should identify and describe any public policies, including formal plans or published reports, which pertain to the study area. If the proposed action could potentially alter or conflict with identified policies, a detailed assessment should be conducted; otherwise, no further analysis of public policy is necessary.

Besides zoning, other public policies applicable to portions of the primary and secondary study areas include the NYC Waterfront Revitalization Program (WRP), Food Retail Expansion to Support Health (FRESH), and Vision 2020: The NYC Comprehensive Waterfront Plan. Additionally, while there are not specific initiatives and goals in PlaNYC that relate to the primary and secondary study areas, it is a citywide initiative that would be applicable to the Proposed Action and is therefore included in this analysis. All of these are discussed below.

The proposed rezoning area and surrounding area are not part of an urban renewal area, nor is there any designed in-place industrial parks within the area. No siting of public facilities is proposed as part of the Proposed Action, and therefore a Fair Share analysis is not warranted.

Primary Study Area

Waterfront Revitalization Program (WRP)

Proposed projects that are located within the designated boundaries of New York City's Coastal Zone must be assessed for their consistency with the City's Waterfront Revitalization Program (WRP). The federal Coastal Zone Management Act (CZMA) of 1972 was enacted to support and protect the distinctive character of the waterfront and to set forth standard policies for reviewing proposed development projects along coastlines. The program responded to City, State, and federal concerns about the deterioration and inappropriate use of the waterfront. In accordance with the CZMA, New York State adopted its own Coastal Management Program (CMP), which provides for local implementation when a municipality adopts a local waterfront revitalization program, as is the case in New York City. The New York City WRP is the City's principal coastal zone management tool. The WRP was originally adopted in 1982 and approved by the New York State Department of State (NYSDOS) for inclusion in the New York State CMP. The WRP encourages coordination among all levels of government to promote sound waterfront planning and requires consideration of the program's goals in making land use decisions. NYSDOS administers the program at the State level, and DCP administers it in the City. The WRP was revised and approved by the City Council in October 1999. In August 2002, NYSDOS and federal authorities (i.e., the U.S. Army Corps of Engineers [USACE] and the U.S. Fish and Wildlife Service [USFWS]) adopted the City's ten WRP policies for most of the properties located within its boundaries.

In October 2013, the City Council approved revisions to the WRP in order to proactively advance the long-term goals laid out in Vision 2020: The New York City Comprehensive Waterfront Plan, released in 2011. The changes will solidify New York City's leadership in the area of sustainability and climate resilience planning as one of the first major cities in the U.S. to incorporate climate change considerations into its Coastal Zone Management Program. They will also promote a range of ecological objectives and strategies, facilitate interagency review of permitting to preserve and enhance maritime infrastructure, and support a thriving, sustainable working waterfront. The revisions to the WRP are currently pending State and Federal approval in order to go in to effect.

In 2013, the New York City Panel on Climate Change (NPCC) released a report (*Climate Risk Information 2013: Observations, Climate Change Projections, and Maps*) outlining New York City-specific climate change projections to help respond to climate change and accomplish PlaNYC goals. The NPCC report predicted future City temperatures, precipitations, sea levels, and extreme event frequency for the 2020s and 2050s. While the projections will continue to be refined in the future, current projections are useful for present planning purposes and to facilitate decision-making in the present that can reduce existing and near-term risks without impeding the ability to take more informed adaptive actions in the future. Specifically, the NPCC report predicts that mean annual temperatures will increase by 2 to 3˚F and by 4 to 6.5˚F by the 2020s and 2050s, respectively; total annual precipitation will rise by 0 to 10 percent and 5 to 15 percent by the 2020s and 2050s, respectively; sea level will rise by 4 to 11

inches and 11 to 31 inches by the 2020s and 2050s, respectively; and by the 2050s, heat waves and heavy downpours are very likely to become more frequent, more intense, and longer in duration, and coastal flooding is very likely to increase in frequency, extent, and height.

As illustrated in Figure 2-2, "Coastal Zone Boundary Map," the rezoning area falls within the City's designated coastal zone, and therefore the Proposed Action must be assessed for its consistency with the policies of the City's Local Waterfront Revitalization Program (LWRP). An assessment is provided below under Section G, "Waterfront Revitalization Program."

FRESH

The Food Retail Expansion to Support Health (FRESH) program provides zoning and financial incentives to promote the establishment and retention of neighborhood grocery stores in communities that lack full-line grocery stores throughout the five boroughs. The FRESH program is open to grocery store operators renovating existing retail space or developers seeking to construct or renovate retail space that will be leased by a full-line grocery store operator. Stores that benefit from the program must fall within designated FRESH-eligible areas. Stores that benefit from the FRESH program must also meet the following criteria:

a. Provide a minimum of 6,000 sf of retail space for a general line of food and nonfood grocery products intended for home preparation, consumption and utilization;

b. Provide at least 50 percent of a general line of food products intended for home preparation, consumption and utilization;

c. Provide at least 30 percent of retail space for perishable goods that include dairy, fresh produce, fresh meats, poultry, fish and frozen foods; and

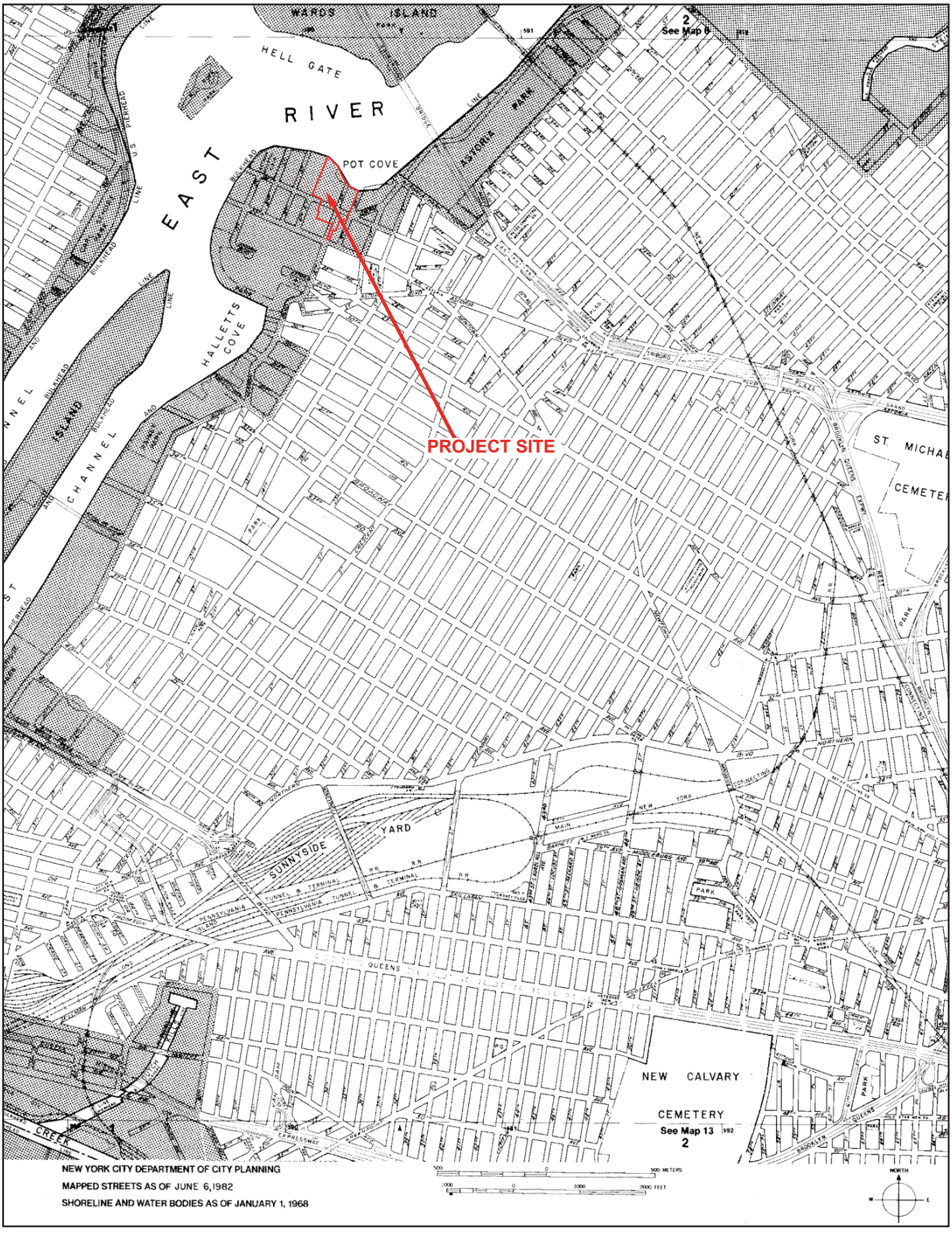
d. Provide at least 500 sf of retail space for fresh produce.

To facilitate and encourage FRESH food stores in the designated neighborhoods, one additional square foot of residential floor area is permitted in a mixed-use building for every square foot provided for a FRESH food store up to a maximum of 20,000 sf.

The project site is located within a designated FRESH-eligible area, and as discussed in Chapter 1, "Project Description," the proposed project is anticipated to include an approximately 25,000 sf grocery store. At the present time, the Applicant is not seeking certification for a FRESH designated grocery store but may do so in the future. However, the Proposed Action would allow for a full line grocery store in an area that is currently lacking such an amenity.

Sustainability and PlaNYC

PlaNYC, the City's long-term sustainability plan, was adopted in 2007 and updated in 2011. It contains policy initiatives that relate to the City's land use, open space, brownfields, energy use and infrastructure, transportation systems, water quality and infrastructure, and air quality, and aims to prepare the City for projected climate change impacts. PlaNYC identified ten goals to be achieved through 127 separate policy initiatives designed to achieve the City's sustainability goals. The City's sustainability goals, as identified in 2006, include providing affordable housing to an additional one million residents, increasing access to parks and open space, reclaiming brownfields, ensuring reliability of the City's water network, upgrading existing power plants and providing additional power sources, reducing water pollution and opening the City's waterways to additional recreation, and reducing the City's greenhouse gas emissions by 30 percent.


WARDS ISLAND
HELL GATE
RIVER
EAST
POT COVE
ASTORIA PARK
HALLETTS COVE
PROJECT SITE
See Map 6
See Map 13
2
TRIBORO
BROOKLYN QUEENS EXPWY
SUNNYSIDE YARD
NEW CALVARY CEMETERY
ST. MICHAEL'S CEMETERY
QUEENS
BROOKLYN
NEW YORK CITY DEPARTMENT OF CITY PLANNING
MAPPED STREETS AS OF JUNE 6, 1982
SHORELINE AND WATER BODIES AS OF JANUARY 1, 1968
500 METERS
2000 FEET
NORTH

Usually an evaluation of sustainability is limited to "large publicly-sponsored projects." Although the Proposed Action is not a City-sponsored area-wide rezoning, the proposed rezoning is applicable to the citywide initiative, therefore an evaluation of sustainability is provided below including a discussion of how PlaNYC's sustainability initiatives apply to the Proposed Action and an assessment of its consistency with the City's sustainability goals.

While there are not specific initiatives and goals in PlaNYC that relate to the primary and secondary study areas, it is a citywide initiative that would be applicable to the Proposed Action, as analyzed below.

Land Use

Regarding land use, PlaNYC sets forth goals for creating homes for approximately one million residents, while making housing more sustainable and affordable. These goals are to be achieved by twelve PlaNYC initiatives that encourage publicly-initiated rezonings, creating new housing on public land, expanding targeted affordability programs, and exploring additional areas of opportunity. According to the *CEQR Technical Manual*, a project would generally be consistent with PlaNYC's land use initiatives if it includes one or more of the following elements: pursuing transit-oriented development; preserving and upgrading current housing; promoting walkable destinations for retail and other services; reclaming underutilized waterfronts; adaptating outdated buildings to new uses; developing underutilized areas to knit neighborhoods together; decking over rail yards, rail lines, and highways; extending the Inclusionary Housing program in a manner consistent with such policy; preserving existing affordable housing; or redeveloping brownfields.

The Proposed Action meets this goal by encouraging residential development as well as commercial uses. The reasonable worst-case development scenario (RWCDS) associated with the Proposed Action would introduce approximately 1,523 dwelling units and 109,470 gsf of retail over the No-Action condition. This harmonious mix of land uses would encourage walkable destinations and create an active streetscape. The proposed project would be in close proximity to several bus lines, including the Q102, Q18, and Q103, which have their origins one block (approximately 0.1 miles) to the south of the project site and is currently anticipated to include a shuttle service to the 30th Avenue subway station, thereby encouraging the use of public transit. In addition, the Proposed Action includes zoning text amendments that would establish the Inclusionary Housing Program throughout parts of the rezoning area. Approximately 295 of the new housing units that would be developed as a result of the Proposed Action's RWCDS would be developed as affordable housing, which would be developed as indicated in the Inclusionary Housing zoning text and classified as "low income" as defined in the Inclusionary Housing zoning text or by the U.S. Department of Housing and Urban Development (HUD). In conclusion, the Proposed Action would comply with PlaNYC's land use goals.

Open Space

As outlined in PlaNYC, the City has a goal of ensuring that all New Yorkers live within a ten-minute walk of a park. PlaNYC's approach to achieving this goal includes making existing resources available to more New Yorkers, expanding hours at existing resources, and reimagining the public realm to create or enhance public spaces in the cityscape. According to the *CEQR Technical Manual*, a project is generally consistent with PlaNYC's open space initiatives if it includes one or more of the following elements: completing underdeveloped destination parks; providing multi-purpose fields; installing new lighting at fields; creating or enhancing public plazas; or planting trees and other vegetation.

The Proposed Action would facilitate the development of 83,846 sf of publicly accessible open space within the waterfront public access area which would include a waterfront esplanade that would run along the entire length of the project site, providing multi-layered active and passive recreation space. It should

be noted that the Applicant would retain ownership over the publicly accessible open space (in accordance with ZR §62-70) and a maintenance and operations agreement for the open space will be incorporated into the project's Restrictive Declaration.

In addition, as required by the Zoning Resolution, and in the interest of creating an attractive and active streetscape, one street tree will be provided for every 25 feet of newly developed street frontage within the proposed rezoning area, per ZR §26-41. Therefore, a significant number of new street trees are expected to be provided for all anticipated development resulting from the Proposed Action. By complying with street tree planting requirements mandated by the Zoning Resolution, the RWCDS for the Proposed Action would be consistent with PlaNYC's open space initiatives.

Water Quality

According to the *CEQR Technical Manual*, a project would generally be consistent with PlaNYC's water quality initiatives if it includes one or more of the following elements: expanding and improving wastewater treatment plants; building high level storm sewers; expanding the amount of green, permeable surfaces across the City; expanding the Bluebelt system; piloting promising "green infrastructure," "low impact development" techniques, or "best management practices;" being consistent with the Sustainable Stormwater Management Plan; building systems for on-site management of stormwater runoff; incorporating planting and stormwater management within parking lots; building green roofs; protecting wetlands; using water efficient fixtures; or adopting a water conservation project.

As development facilitated by the Proposed Action would have to comply with all applicable regulations regarding the implementation of low-flow fixtures, as per the New York City Plumbing Code, Local Law 33 of 2007, and the U.S. Environmental Protection Agency's WaterSense Program, this will help to control sanitary flows within the project sitea. To further offset these increases, onsite stormwater source controls or Best Management Practices (BMPs) may also be implemented to retain or slowly release stormwater runoff with controlled discharge rates. In addition, as part of the proposed project, two new stormwater outfalls will be constructed and new storm and sanitary sewers will be installed within portions of the project site streets and adjacent roadways.

Enhanced stormwater management throughout the City is consistent with recent policies including the NYC Green Infrastructure Plan, PlaNYC, and Sustainable Stormwater Management Plan. The NYC Green Infrastructure Plan, released in September 2010, includes a goal of capturing the first inch of rainfall on 10 percent of the impervious areas in combined sewer watersheds through detention or infiltration techniques over 20 years. Development facilitated by the Proposed Action is expected to comply with the City's laws and regulations, and therefore the Proposed Action is consistent with PlaNYC's water quality initiatives.

Transportation

PlaNYC's two transportation goals are to add transit capacity for one million more residents, visitors, and workers, and to reach a full state of good repair on the City's roads, subways, and rails. According to the *CEQR Technical Manual*, a project is generally consistent with PlaNYC's transportation initiatives if it includes one of more of the following elements: encouraging transit-oriented development; promoting cycling and other sustainable modes of transportation; managing roads more efficiently; facilitating freight movements; increasing the capacity of mass transit; providing new commuter rail access to Manhattan; improving and expanding bus service; improving local commuter rail service; improving access to existing transit; or expanding water-based transportation services.

The traffic analyses discussed in Chapter 13, "Transportation" and the resulting proposed traffic network changes will ensure efficient management of roads and traffic movement throughout the immediate area, improving traffic flow in the area. Furthermore, the proposed project's anticipated residential shuttle service to the 30th Avenue subway station would improve access to existing public transit. Therefore, the Proposed Action is consistent with PlaNYC's transportation initiatives.

Air Quality

According to the *CEQR Technical Manual*, a project undergoing a CEQR review would generally be consistent with PlaNYC's air quality initiatives if it maximizes its use of one or more of the following elements: the promotion of mass transit; the use of alternative fuel vehicles; the installation of anti-idling technology; the use of retrofitted diesel trucks; the use of biodiesel in vehicles and in heating oil; the use of ultra-low sulfur diesel and retrofitted construction vehicles; the use of low sulfur heating fuels; and the planting of street trees and other vegetation.

On April 30th, 2008, the City Council adopted a zoning text amendment relating to street trees. Under the new regulations, if a development or enlargement increases the floor area on a zoning lot in a residential district by 20 percent or more, it is generally required that one street tree be provided for every 25 feet of street frontage of the zoning lot. Therefore, street trees will be provided for all anticipated development resulting from the Proposed Action. The proposed waterfront open space will also involve the planting of additional vegetation on land that is currently lacking trees or other vegetation. In addition, the proposed project's anticipated residential shuttle service to the 30th Avenue subway station would promote mass transit use. As such, the Proposed Action is consistent with PlaNYC's air quality initiatives.

Vision 2020: New York City Comprehensive Waterfront Plan

On March 14th, 2011, the Mayor and the City Council announced the release of *Vision 2020: New York City Comprehensive Waterfront Plan* ("Vision 2020"), a ten-year vision for the future of the City's 520 miles of shoreline. This plan provides a sustainable framework for more water transport, increased public access to the waterfront and economic opportunities in order to help make the water part of New Yorkers' everyday lives. Vision 2020 sets the stage for expanded use of the City's waterfront for parks, housing, and economic development, and its waterways for transportation, recreation, and natural habitats. The ten-year plan lays out a vision for the future with new citywide policies and site-specific recommendations. Vision 2020 builds upon the 1992 Comprehensive Waterfront Plan, which was the first comprehensive inventory of the City's entire waterfront and provided a framework to guide land use along the waterfront. The 1992 plan recommended a number of regulatory changes that have been largely implemented through two means: the Waterfront Revitalization Program and Waterfront Zoning Amendments.

Vision 2020's strategies for improving the waterfront are organized into eight overarching citywide strategies, which are presented as eight goals: (1) expand public access; (2) enliven the waterfront; (3) support the working waterfront; (4) improve water quality; (5) restore the natural waterfront; (6) enhance the blue network (i.e., the waterways surrounding New York City); (7) improve government oversight; and (8) increase climate resilience. In addition to these citywide goals, because New York City's 520 miles of shoreline are incredibly diverse, each segment requires a local strategy, as well. For the purposes of the Vision 2020 plan, the City is divided into 22 segments, or reaches. The project site falls within Queens Reach 12.

Areas within the primary study area were identified as appropriate locations for meeting the goals of expanding public access and enlivening the waterfront. Specifically, neighborhood strategies for Queens Reach 12 include the following recommendations for the area along the East River from Newtown Creek

to 20th Avenue in Astoria: (1) support rezoning and medium-density residential and mixed-use redevelopment with continuous waterfront access around the peninsula; (2) improve pedestrian and vehicular connections through the peninsula by reconnecting Astoria Boulevard, 8th Street, and 26th Avenue street segments; (3) support, repair, and improve the maintenance of the Halletts Cove Esplanade; and (4) explore opportunities for additional access to in-water recreation to Pot and Halletts Coves.

As this comprehensive waterfront plan applies to the area directly along the waterfront, which falls within the primary study area, it would be directly affected by the Proposed Action. The Proposed Action would directly support Queens Reach 12 recommendations 1 and 2. The proposed rezoning includes medium density contextual residential zoning districts and a commercial overlay to facilitate mixed-use redevelopment, and the proposed project would include a publicly accessible waterfront esplanade that would run along the length of the project site. The proposed project would also improve pedestrian and vehicular connections by building out the mapped but unbuilt portions of 8th Street between 27th Avenue and the waterfront, extending 4th Street from the 26th Avenue to the waterfront to provide public access to the waterfront, and building out the inaccessible portion of 26th Avenue to provide access to 9th Street and improve traffic circulation.

Secondary Study Area

There are currently no public policies that are applicable to the study area other than PlaNYC, the Local Waterfront Revitalization Program, Vision 2020, and FRESH.

Conclusion

The Proposed Action would not result in any significant adverse public policy impacts. The Proposed Action would result in residential and mixed-use development that will support several of PlaNYC's major sustainability initiatives, as well as several smaller goals that will help support the City's gradual transition to a greener city. The City's sustainability goals are providing affordable housing to an additional one million residents, increasing access to parks and open space, reclaiming brownfields, ensuring reliability of the City's water network, upgrading existing power plants and providing additional power sources, reducing water pollution and opening the City's waterways to additional recreation, and reducing the City's greenhouse gas emissions by 30 percent. The Proposed Action would result in the creation of up to approximately 295 units of affordable housing pursuant to the Inclusionary Housing Program, would introduce new local retail space, and would result in the creation of up to 83,846 sf of waterfront open space. Therefore, the land use changes anticipated as a result of the Proposed Action are expected to be consistent with the known public policies in the study area, as described above, and a detailed analysis is not warranted.

However, as the rezoning area falls within the City's designated coastal zone, the Proposed Action must be assessed for its consistency with the policies of the City's Local Waterfront Revitalization Program (LWRP). An assessment is provided below under Section G, "Waterfront Revitalization Program."

F. DETAILED ASSESSMENT

Existing Conditions

Land Use

The land use study area consists of both a primary study area, which is coterminous with the boundaries of the rezoning area, where the land use effects of the Proposed Action are direct, and a secondary study area consisting of properties within an approximate quarter- (¼-) mile radius of the boundaries of the rezoning area, which extends east to 18th Street and south to 30th Road. It is bound on the west and north by the East River. These study areas and their associated land uses are shown in Figure 2-3, "Land Use Map."

Existing Land Uses in the Primary Study Area

The project site comprises a total of approximately 377,726 sf of landward lot area,[1] including approximately 292,155 sf along the waterfront (Block 907, Lots 1 and 8, Block 906, Lots 1 & 5), and approximately 85,571 sf of upland area (Block 908, Lot 12 and Block 909, Lot 35) located along 26th Avenue between 4th and 9th Streets.

As shown in Figure 2-3, the lots comprising the northern portion of the project site contain a total of seven warehousing and industrial buildings with a combined total floor area of approximately 194,700 sf as well as bus/vehicle storage and an estimated 100 accessory parking spaces. The project site's northern edge along the waterfront is currently mostly developed with shoreline protection measures in the form of riprap. The two upland portions of the site (which are zoned R6) are currently vacant lots utilized for vehicle storage. Table 2-1 provides a list of existing uses by lot. In addition, the project site currently encompasses two mapped but unbuilt segments of 8th Street (to the north and south of 26th Avenue), as well as an unimproved portion of 26th Avenue west of 9th Street. All lots within the rezoning area are under the control of the Applicant.

Table 2-1: Existing Uses within the Rezoning Area

Block/Lot	Lot Area (sf)[1]	Land Use
906/1	40,844	Building Materials Contractor/Warehouse
906/5	43,356	Contractor/Warehouse
907/1	90,915	Rigging Company/Vacant Building
907/8	118,336	School Bus Storage/Wholesale Lighting/Construction/Retail Showroom
908/12	56,923	Vacant Lot/Vehicle Storage
909/35	28,648	Vacant Lot/Vehicle Storage

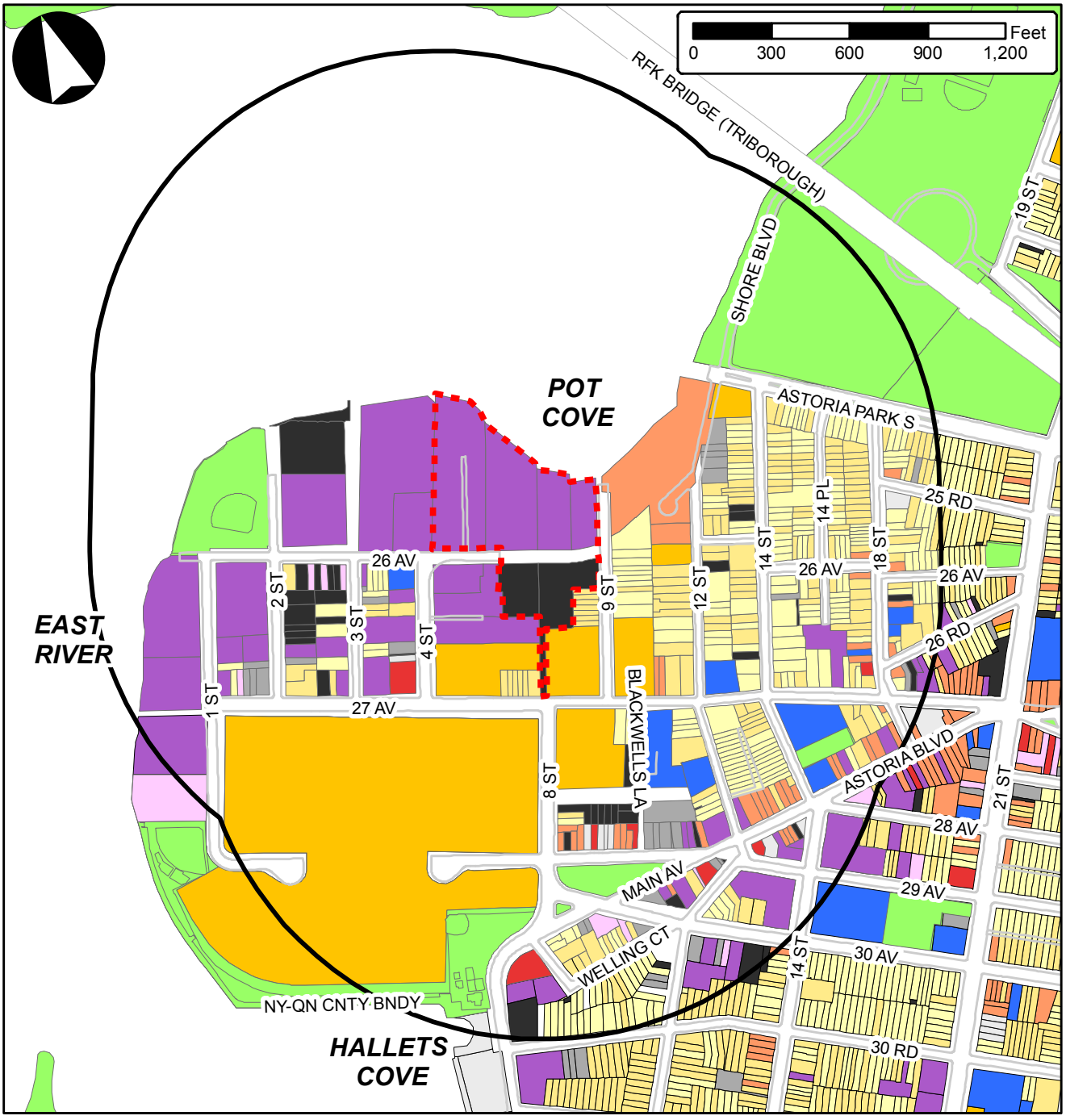
Notes:
[1] Includes approximately 1,297 sf of seaward lot area of waterfront lots.

Block 906, Lots 1 and 5 and Block 907, Lot 1 are comprised of two one-story buildings and one two-story building that make up Pleko East NC (a building material contractor) and U2 Rigging and Hoisting Inc., which is a licensed master rigging company. Block 907, Lot 1 also includes a vacant industrial warehouse building.

Block 907, Lot 8 is approximately 118,336 sf and contains three two-story buildings totaling approximately 105,500 sf. Uses on this lot include a wholesale light fixture business, six contracting and

[1] Total seaward lot area comprises an additional approximately 1,297 sf.

Figure 2-3
Land Use Map



Legend

- Primary Study Area
- Secondary Study Area
- One & Two Family Buildings
- Multi-Family Walkup Buildings
- Multi-Family Elevator Buildings
- Mixed Commercial/Residential Buildings
- Commercial/Office Buildings
- Industrial/Manufacturing
- Transportation/Utility
- Public Facilities & Institutions
- Open Space
- Parking Facilities
- Vacant Land
- All Others or No Data

construction businesses, a woodworking company, an appliance retail showroom, and a school bus company. The rear portion of the lot is utilized for school bus storage.

Block 908, Lot 12 is a 56,923 sf irregularly shaped lot and is currently vacant and utilized for vehicle storage. A portion of Lot 12 includes a portion of 8th Street that is mapped but currently unimproved. Block 909, Lot 35 is approximately 28,648 sf and is currently vacant and utilized for vehicle storage. Block 909, Lot 35 also includes a portion of 8th Street that is mapped but currently unimproved.

Existing Land Uses in the Secondary Study Area

Table 2-2 summarizes the existing generalized land uses within the secondary study area by tax lots and land area. Overall, as reflected in the table and in Figure 2-3, the land use study area contains a general mix of uses, with the predominant land uses being residential and light industrial. Residential and mixed-use properties (residential buildings with commercial and/or community facility uses on the lower floors) collectively occupy approximately 58 percent of the total land area. Of the lots with residential use only, the majority (approximately 55 percent) are developed as one- and two-family buildings, while approximately 43 percent of residential-only lots are multi-family walkup buildings. Although multi-family elevator buildings only comprise approximately one percent of the secondary study area tax lots, they cover about 31 percent of the total land area. Mixed commercial/residential buildings occupy approximately 7 percent of the lots, while occupying slightly less (5 percent) of the land area.

Table 2-2: Land Uses within a Quarter Mile of the Rezoning Area

Use	Lots	Percent of Total Lots (%)	Area sq ft	Percent of Total Land Area (%)
Residential	346	72.4	2,469,777	58.4
One and Two Family	191	36.1	547,569	11.8
Multi-Family Walkup	148	28.0	481,303	10.4
Multi-Family Elevator Buildings	7	1.3	1,440,905	31.0
Mixed Residential and Commercial	37	7.0	239,940	5.2
Commercial and Office	7	1.3	49,067	1.1
Industrial and Manufacturing	33	6.2	721,401	15.5
Transportation and Utility	9	1.7	75,814	1.6
Public Facilities and Institutions	9	1.7	127,426	2.7
Open Space	4	0.8	648,764	14.0
Parking Facilities	28	5.3	92,671	2.0
Vacant Land	48	9.1	207,262	4.5
All Others or No Data	8	1.5	8,536	0.2
Total	529	100.0	4,640,658	100.0

The most prevalent non-residential uses include industrial/manufacturing, which comprise approximately 6 percent of the tax lots and 15.5 percent of the land area; open space, which comprises less than one percent of the tax lots, but covers 14 percent of the total land area; and vacant land, which comprises approximately 9 percent of the lots and 4.5 percent of the land area and is typically used for vehicle and open storage. The remainder of the quarter-mile study area lots consist of other uses, including (in descending order) parking, public facilities and institutions, transportation/utility, and commercial/office.

The secondary study area features an irregular street pattern where differing grids converge, with lots of unique dimensions. Lot sizes range from narrow house lots to large superblocks. Uses located on Blocks 908 and 909, which contain the upland portions of the rezoning area, include three-story two-family residential buildings, a larger six-story residential multi-family elevator building with 128 units, and

several vacant industrial/warehouse buildings. Block 909 also contains several Goodwill Industries buildings including a one-story office building, a one-story processing center, and a 15-story residential rehabilitation center which also includes a Jamaica Hospital Center MediSys Family Care Center.

The predominant land use to the east of the project site is residential. The residential building types include a mix of one- and two-family residential detached and semi-detached homes, multi-family walkups, and multi-family elevator buildings. Shore Towers, a 23-story condominium building, is located immediately to the east of the project site along the East River and 9th Street. A portion of Astoria Park is located within the secondary study area to the northeast of the rezoning area along the East River. Astoria Park is approximately 60 acres and extends from south of the Robert F. Kennedy (Triborough) Bridge to north of the Hell Gate Bridge. The park contains an Olympic size pool, spray showers, play equipment, tennis courts, a running track, bocce courts, a skate park, game tables, and benches.

To the southeast of the rezoning area, along Astoria Boulevard, uses include a mix of walk-up residential buildings, ground floor local retail uses, institutional uses, and a few industrial uses. Institutional uses in this area include several churches and the Astoria Branch of the Queens Public Library located at 14-01 Astoria Boulevard.

The southwestern portion of the study area is predominantly residential and includes the Astoria Houses, a NYCHA development. The Astoria Houses consist of 22 six- to seven-story residential buildings on a 32-acre campus and contains a total of 1,103 dwelling units. The Astoria Houses campus also includes three playgrounds and two basketball courts. Also located to the south of the project site are several open space uses that include the Two Coves Community Garden and Halletts Cove Playground.

The western portion of the study area is primarily characterized by industrial uses, however, there are some residential uses interspersed in this portion of the study area. Directly to the west of the project site on Block 911, Lot 49 is Build It Green! NYC, a non-profit retail outlet for salvaged and surplus building materials. Hellgate Studios is located to the west of the rezoning area and occupies all of Block 912. Hellgate Studios is a 50,000 sf film studio with production offices and approximately 60,000 sf of accessory parking. Also located to the west of the project site, along the East River, is Whitey Ford Field (Hellgate Field), a 3.62-acre baseball field.

Zoning

The assessment of zoning uses the same study areas used for land use: the primary study area, consisting of the proposed rezoning area/project site; and the secondary study area, an area within roughly a ¼-mile radius of the project site boundary.

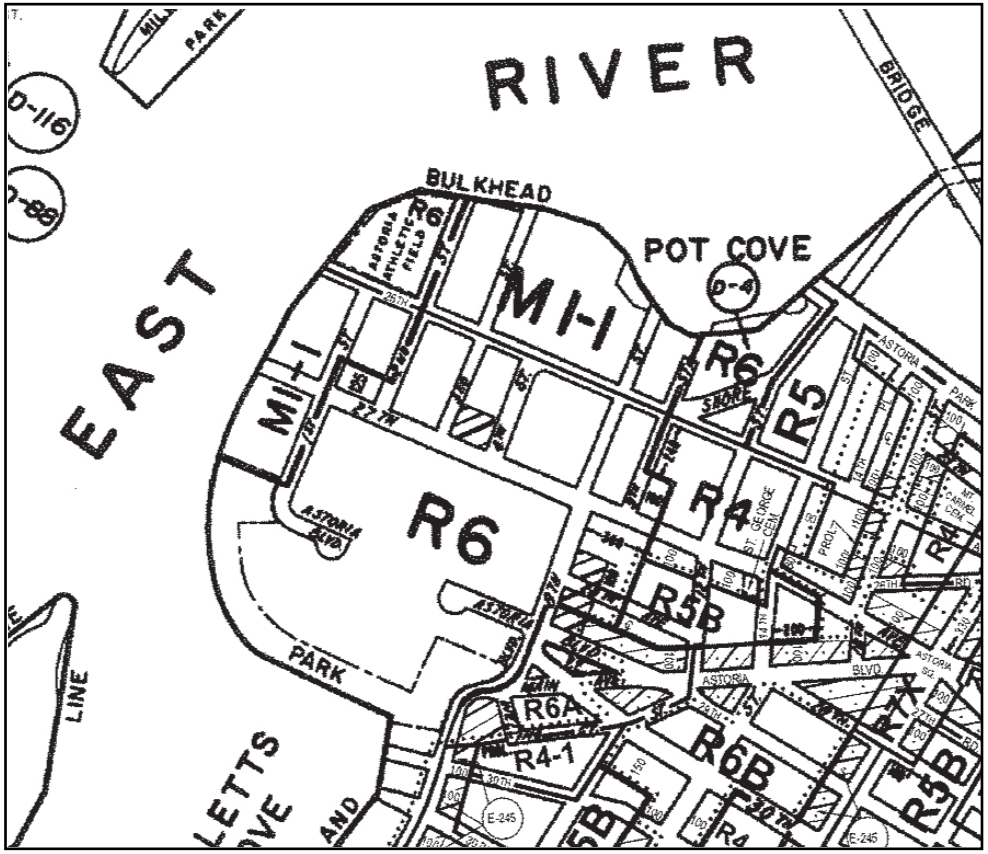
Existing Zoning in the Primary Study Area

The waterfront portion of the primary study area is zoned M1-1, while the upland portion of the primary study area is zoned R6 (see Figure 2-4).

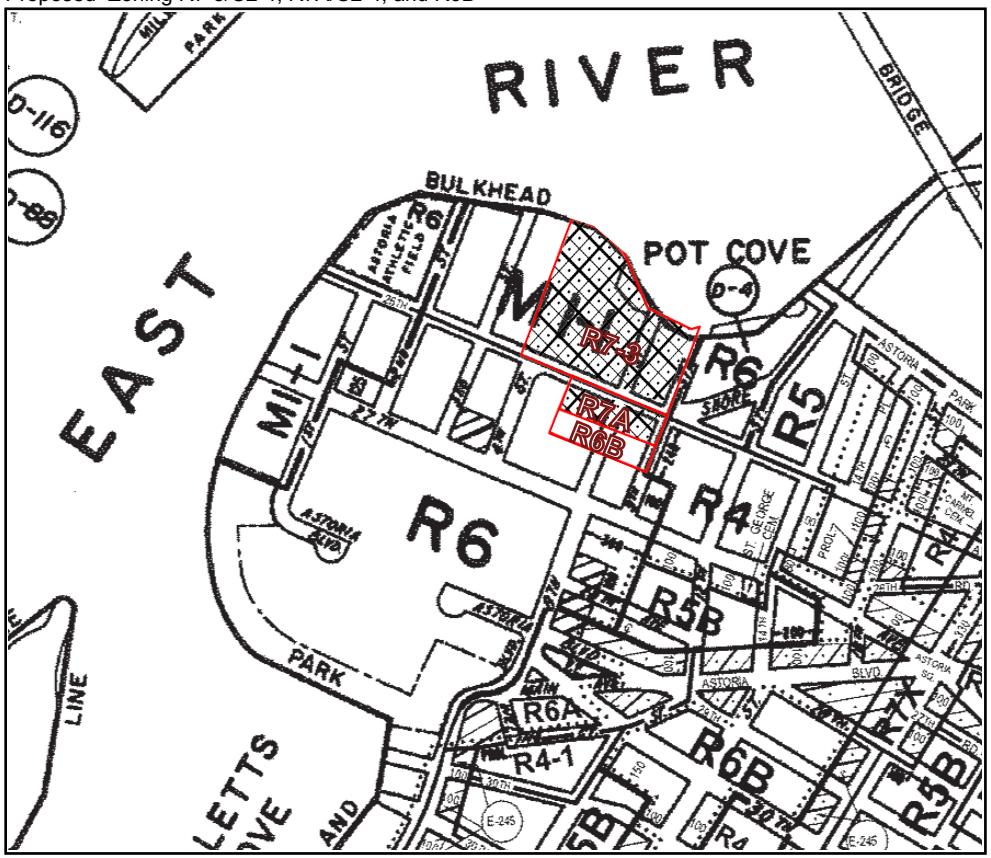
M1 zoning districts are light manufacturing/industrial districts that have stringent performance standards and may serve as industrial front yards or buffers to adjacent residential or commercial zoning districts. High performance industrial uses are allowed, as well as a range of commercial uses. Additionally, Use Group 4 community facilities are allowed in M1 zones by Special Permit. Residential development is generally not allowed in M1 districts. M1-1 districts allow a maximum floor area ratio (FAR) of 1.0.

R6 districts are medium-density apartment house districts mapped in much of Brooklyn, Queens, and the Bronx. Maximum FAR in R6 districts range from 0.78 to 2.43 for residential uses. Off-street parking is

Existing Zoning M1-1



Proposed Zoning R7-3/C2-4, R7A/C2-4, and R6B



Proposed Zoning District Boundary

Proposed C2-4 Commercial Overlay

Astoria Cove

Figure 2-4

Existing and Proposed Zoning Districts

required for 70 percent of a building's dwelling units in an R6 district. The optional Quality Housing regulations in R6 districts produce lower, high lot coverage buildings set on or near the street line. Under the optional Quality Housing regulations the maximum FAR is 3.0 for residential uses and the maximum building height is 70 feet (on a wide street). Under the Quality Housing regulations, parking is required for 50 percent of the dwelling units.

Existing Zoning in the Secondary Study Area

The study area contains mostly residential zoning designations with commercial overlays along the major avenues. As shown in Figure 2-4 and listed in Table 2-3, zoning classifications within a ¼- mile radius of the project site include M1-1 along the northern and western waterfront, R6 to the south, and R4, R5, R5B, R6A, and R6B to the south and east. There are C2-3 commercial overlays along Main Avenue/Astoria Boulevard in the eastern portion of the study area, and a C1-3 commercial overlay along 8th Street between 27th Avenue and Astoria Boulevard and on one block along 27th Avenue between 3rd and 4th Streets.

Table 2-3: Secondary Study Area Existing Zoning Districts

District	Definition/General Use	Maximum FAR
R4	Low density residential	R: 0.75; CF: 2.0; C: 1.0 as overlay
R4-1	Low density residential	R: 0.75; CR: 2.0; C: 1.0 as overlay
R5	Low density residential	R: 1.25; CF: 2.0; C: 1.0 as overlay
R5B	Contextual Low density residential	R: 1.35; CF: 2.0; C: 1.0 as overlay
R6	Medium density residential	R: 0.78 – 2.43; CF: 4.8; C: 2.0 as overlay
R6A	Contextual medium density residential	R: 3.0; CF: 3.0; C: 2.0 as overlay
R6B	Contextual medium density residential	R: 2.0; CF: 2.0; C: 2.0 as overlay
R7A	Medium density residential	R: 4.0; CF: 4.0; C: 2.0 as overlay
C1-3 and C2-3	C1 and C2 are commercial overlays mapped in residential districts. They permit local retail and service establishments. Regulations limit commercial use to one or two floors. C2 districts permit a slightly wider range of uses, such as funeral homes and repair services.	R: Same as underlying R zone C: 1.0 in R1- R5 Districts 2.0 in R6 – R10 Districts CF: Same as underlying R zone M: Not permitted
M1-1	Light manufacturing – high performance district. M1 districts are often buffers between M2 or M3 districts and adjacent residential or commercial districts. Building heights are governed by sky exposure planes. Parking requirements vary with use.	R: Not permitted C: 1.0 CF: 2.4 (use group 4 only) M: 1.0

Notes: CF: community facility, R: residential, C: commercial, M: manufacturing
Source: New York City Zoning Resolution

The Astoria Rezoning, a major rezoning approved in 2010, rezoned 238 blocks of the Astoria neighborhood, an area bounded by 20th Avenue on the north, Steinway Street on the east, Broadway on the south, and Vernon Boulevard, 8th Street, 14th Street, and the East River on the west. The intent of these zoning changes were to preserve the scale and character of Astoria's blocks, ensure that future residential development would be more consistent with the surrounding neighborhood's building patterns, and provide opportunities for moderate growth.

The Halletts Point Rezoning, which was recently approved in 2013, included an amendment of the City's zoning map to rezone the site from the existing M1-1 to R7-3 with a C1-4 commercial overlay; establish a C1-4 district within an existing R6 district on a portion of the NYCHA Astoria Houses; establish an R6 district on a parks parcel; rezone a parcel bounded by the edge of Whitey Ford Field, the centerline of 2nd Street, the East River, and 26th Avenue from R6 to M1-1; rezone a portion of 26th Avenue between 1st and 2nd Streets from an R6 to R7-3; and rezone a former portion of 26th Avenue between 1st Street and the

U.S. Bulkhead to Pierhead line from an R6 to an R7-3/C1-4 district. The zoning districts allow residential uses, which was prohibited under the former M1-1 zoning. The project will also allow a wider range of commercial uses through the mapping of commercial overlays.

Future without the Proposed Action (No-Action Condition)

Land Use

Primary Study Area

In the future without the Proposed Action, It is assumed that the upland portions of the rezoning area, which are currently zoned R6, would be redeveloped on an as-of-right basis. These upland parcels are estimated to accommodate approximately 166 residential units in the No-Action condition. Pursuant to zoning regulations, approximately 83 parking spaces are assumed to be provided for the as-of-right residential development. In conjunction with this as-of-right residential development, it is assumed that portions of the unbuilt segment of 8th Street to the south of 26th Avenue and/or portions of the unimproved segment of 26th Avenue would be built out in order to satisfy New York City Department of Buildings (DOB) requirements for street frontage.

It is expected that the existing light industrial and warehousing uses would remain on the waterfront portions of the rezoning area. These consist of approximately 194,700 sf of warehouse and storage space.

Secondary Study Area

In the 2023 future without the Proposed Action, the secondary study area is expected to experience an ongoing trend toward the development of new residential, retail, and community facility uses and publicly accessible open space in place of underutilized industrial uses and vacant land. In total, approximately 2,761 new housing units and 80 new community facility beds (6,541 new residents), 82,093 gsf of retail space, and 1,459 accessory parking spaces are anticipated in the quarter- (¼-) mile secondary study area by the Proposed Action's 2023 Build Year (see Table 2-4 and Figure 2-5).

Many of these No-Action projects will introduce residential and retail uses, most notably, the Halletts Point project, which is assumed to be completed by 2022. Because it is located in close proximity to the project site, it has been incorporated into the future without the Proposed Action. Halletts Point, as approved, will transform eight lots (totaling 2.73 million sf and 2.35 acres of open space) on the north and northwestern portion of the Halletts Point peninsula, on the waterfront blocks west of 1st Street and the NYCHA Astoria Houses property, into a mixed-use, predominantly residential development. Halletts Point is expected to add more than 2,500 residential units (both market rate and affordable), retail (including a supermarket), parking, and publicly accessible open space to the secondary study area.

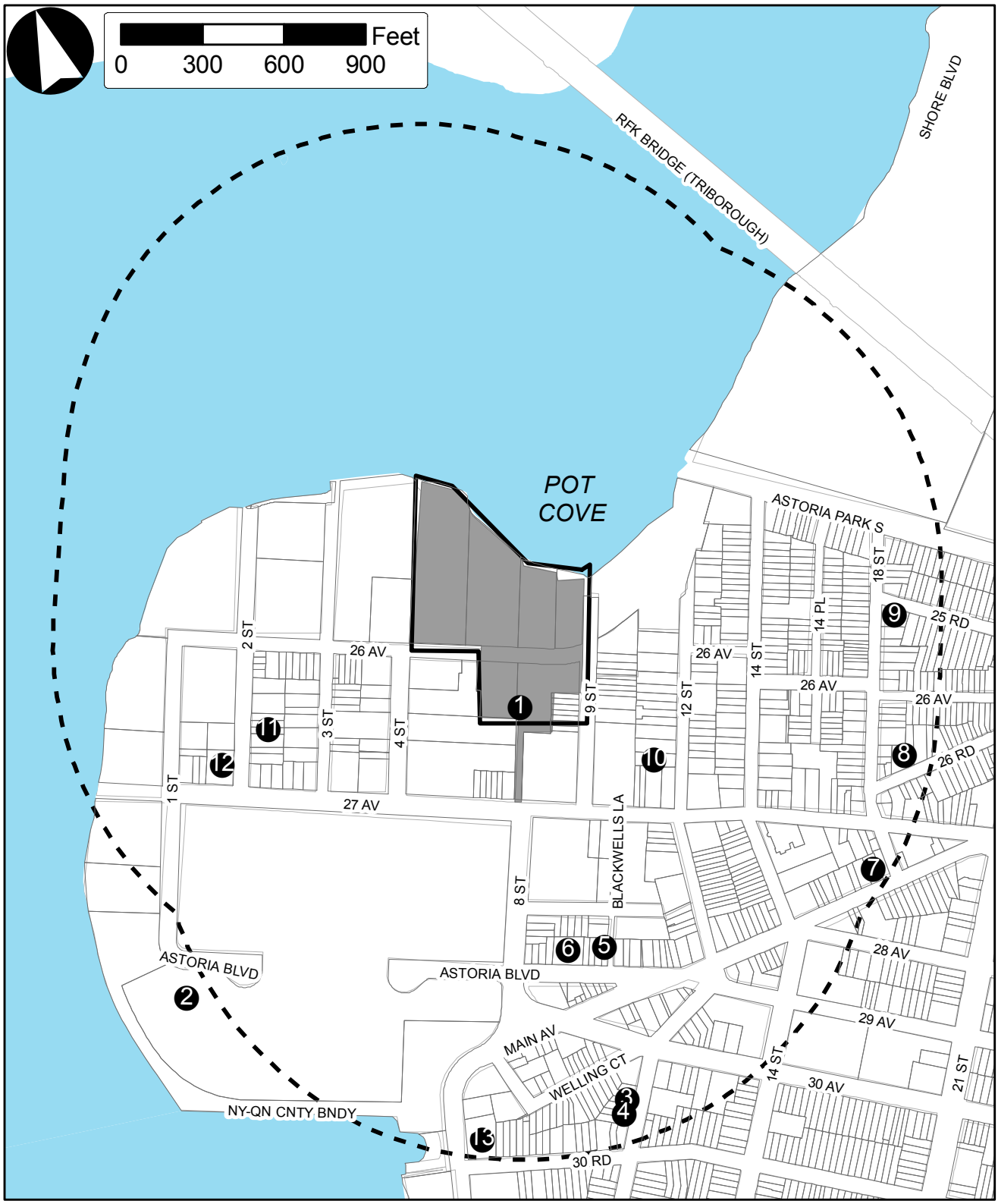
Several smaller residential and community facility projects are also anticipated in the secondary study area in the future without the Proposed Action, as indicated in Table 2-4.

Zoning

Primary Study Area

There are no anticipated zoning changes that would have a significant effect on conditions in the primary study area in the future without the Proposed Action.

No-Action Site Locations



Legend

- Secondary Study Area (Approximatley 1/4 Mile)
- Project Site (Primary Study Area)
- Proposed Rezoning Area
- 1 No-Action Site Locations (refer to Table 2-4)

Secondary Study Area

No zoning changes affecting the secondary study area are expected by the Proposed Action's 2023 Build Year.

Table 2-4: Development Projects in the Future without the Proposed Action

Map No.	Project Name/Address	Development Proposal Program	Build Year	Estimated Residents[1]
Primary Study Area				
1	Astoria Cove No-Action Development	166 residential units; 83 parking spaces	2023	388
Secondary (1/4 Mile) Study Area				
2	Halletts Point Rezoning	2644 residential units; 68,663 sf of retail; and 1,400 parking spaces	2022	6,187
3	30-18 12 Street	2 residential units	2022	5
4	30-20 12 Street	2 residential units	2022	5
5	8-03 Astoria Blvd	5 residential units	2011	12
6	8-13 Astoria Blvd	Reality House-community facility with 30	Completed	30
7	14-35 Astoria Blvd	3-story addition with 9 new residential units	2022	21
8	18-15 26 Road	Accessory community facility kitchen	2012	-
9	25-27 18 Street	14 residential units	2022	33
10	26-28 12 Street	8 residential units	2022	19
11	26-27 2 Street	28 residential units; 3,000 sf of community facility	2013	66
12	26-46 2 Street	Urban Pathways-50 beds	Completed	50
13	Astoria Rezoning Site 103 (30-15 30th Rd)	49 residential units, 13,430 sf retail; 59 accessory parking spaces	2019	115
			Total:	***6,929***

Notes:
[1] Assumes an average household size of 2.34.

Future with the Proposed Action (With-Action Condition)

This section describes the land use, zoning, and public policy conditions that would result from the Proposed Action by 2023 and evaluates the potential for the Proposed Action to result in significant adverse impacts.

Land Use

Per CEQR methodology, although changes in land use could lead to impacts in other technical areas, significant adverse land use impacts are extraordinarily rare in the absence of an impact in another technical area. Also, according to the *CEQR Technical Manual*, many land use changes may be significant, but not adverse.

In the future with the Proposed Action, the primary study area is expected to be redeveloped with residential, retail, community facility, and open space uses, with a greater amount of development than would occur under 2023 No-Action conditions.

Primary Study Area

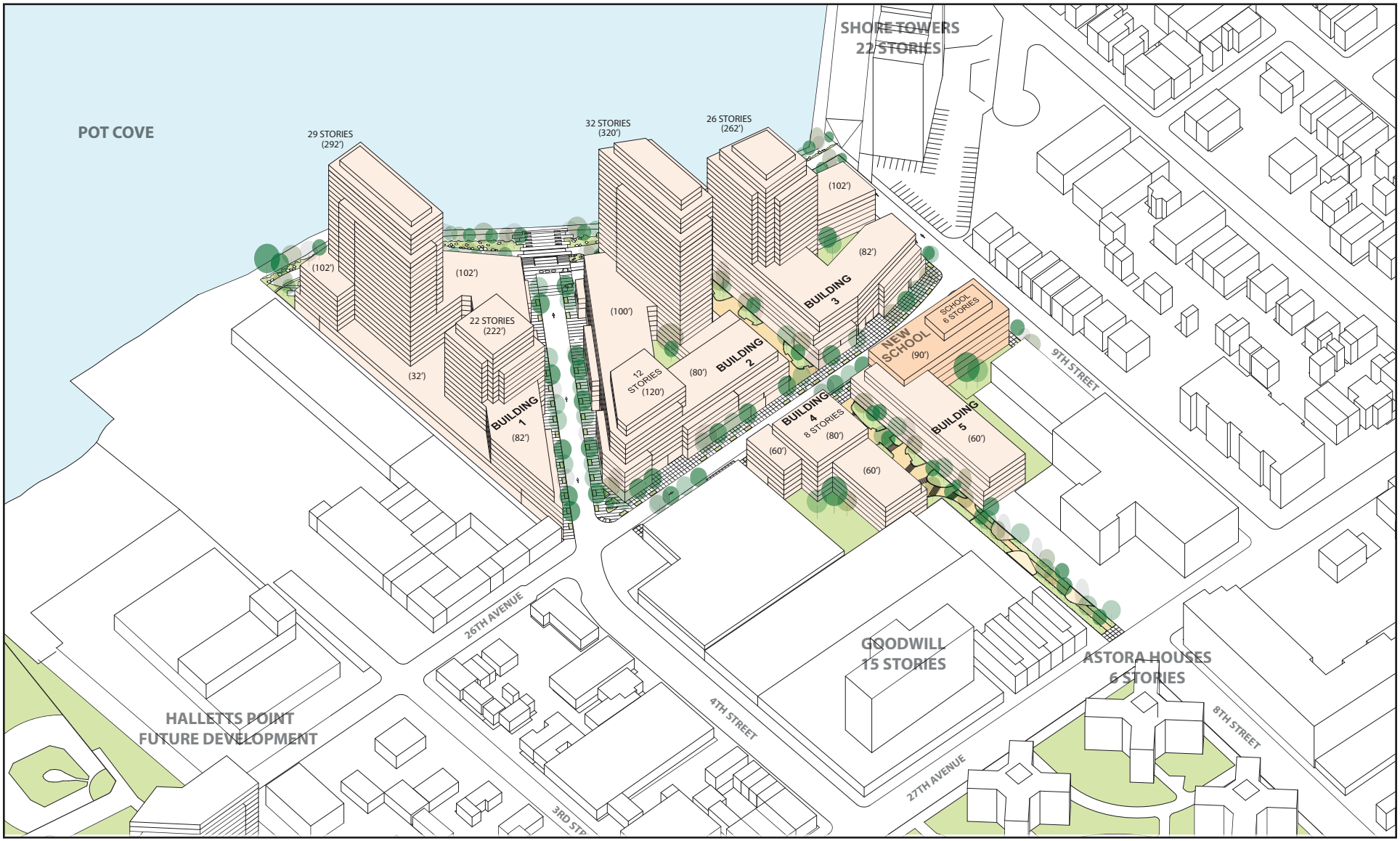
Under 2023 With-Action conditions in the primary study area, on the waterfront parcels, the proposed project would include residential, retail, and parking uses in low- to mid-rise bases and residential uses in high-rise towers (see Figure 2-6). Ground floor retail would line portions of the proposed 4th Street extension leading to the waterfront, 26th Avenue, and the public access easement along the waterfront esplanade. Building 1 would include two residential towers with an integrated cellar and four- to six-story base; there would be approximately 639 dwelling units (DUs) in total, of which 112 DUs would be affordable. The northern tower would be 29 stories (292 feet) tall, and the southern tower would be 22 stories (222 feet) tall with separate entrances fronting on 4th Street. Building 2 would include two residential towers with an integrated cellar and four- to ten-story retail and townhouse base; there would be approximately 568 DUs, of which 114 DUs would be affordable. The northern tower would be 32 stories (320 feet) tall, and the southern tower would be 12 stories (120 feet) tall with two separate entrances on 4th Street and 26th Avenue; an approximately 25,000 gsf supermarket would be located in the ground floor. Building 3 would consist of a 26-story (262-foot) residential tower with an integrated cellar and four- to six-story retail and townhouse base; there would be approximately 344 DUs, of which 69 DUs would be affordable.

On the upland parcels, the proposed project would include residential, retail, parking, and community facility uses in low- to mid-rise buildings. Building 4 would include an eight-story (80-foot) building with a four- to six-story base, with approximately 79 DUs; ground floor retail would line portions of 26th Avenue. Building 5 would be comprised of a six-story (60-foot) tall residential portion that would include approximately 59 DUs and a six-story (90-foot) school portion that would include a 456-seat public elementary school with a 4,000 sf side yard for use by the proposed elementary school.

The proposed project would also include approximately 83,846 sf (1.92 acres) of publicly accessible open space, including a waterfront esplanade with two new upland connections to 8th Street and 4th Street. The proposed waterfront esplanade and upland connections would provide visual and physical public access to the water's edge. The proposed esplanade would include seating, get-down seating, a children's play area, and landscaping.

In conjunction with the Proposed Action, the mapped but unbuilt portion of 8th Street between 27th Avenue and the waterfront would be demapped and built-out to provide pedestrian public access to the waterfront. In addition, the currently unimproved and inaccessible portion of 26th Avenue would also be built out in conjunction with the proposed project, thereby providing access to 9th Street and improving traffic circulation in the area. The Applicant is also proposing to map an extension of 4th Street from 26th Avenue to the waterfront to provide public access to the proposed development and the waterfront. A public access easement is proposed to be established along the waterfront between 4th and 9th Streets and would function as a one-way eastbound public right-of-way for vehicular traffic.

The incremental development that would occur on the project site under the Proposed Action is shown in Table 2-5. As compared to 2023 No-Action conditions on the project site, the 2023 With-Action condition would represent incremental increases of 1,228 market rate DUs and 295 affordable DUs for a total of approximately 1,523 net incremental DUs, approximately 109,470 gsf of local retail space, an approximately 62,248 gsf (456-seat) elementary school, approximately 817 accessory parking spaces, and approximately 83,846 sf of publicly accessible open space.



For Illustrative Purposes Only

Astoria Cove

Figure 2-6
Proposed Massing

Table 2-5: Incremental Project Site Development

Scenario	DUs	Residential SF	Retail SF	Public School Seats	Accessory Parking	Open Space SF
No-Action Development	166	166,452	-	-	83	-
With-Action Development	1,689	1,689,416	109,470	456	900	83,846
Net Increment	1,523	1,522,964	109,470	456	817	83,846

Assessment

The Proposed Action's incremental land use changes would be consistent with development trends expected to occur under 2023 No-Action conditions pursuant to the City's 2010 Astoria rezoning and the recently approved Halletts Point Rezoning. The incremental residential units generated by the Proposed Action would provide a mix of affordable housing and market rate units. As compared to No-Action conditions in which there would be no affordable residential units, the Proposed Action would include affordable housing units, which would advance the City's efforts to establish a vibrant mixed-income community on the Astoria waterfront.

The proposed public elementary school would serve the local community; this community facility would be a complimentary land use, serving as an important institution for the new residential areas being developed along the Astoria waterfront. Similarly, the action-generated local retail would provide goods and services to residents of the area.

The proposed public open space would be complementary to and an enhancement of the residential uses developed in the primary study area. The public open space would be a significant addition to the area, providing high quality facilities on the waterfront, views to the water and Manhattan skyline, and upland connections and visual corridors linking to the upland street network.

Secondary Study Area

Assessment

The Proposed Action is not expected to generate significant adverse land use impacts in the secondary study area. The new development generated by the Proposed Action would be at a density and building scale compatible with other development proposed along the waterfront. Substantial new development in the secondary study area is expected by 2023 and is expected to continue after 2023 with or without the Proposed Action.

As noted in the discussion of the primary study area, the proposed public elementary school facilitated by the Proposed Action and the benefits it would provide throughout the secondary study area community in Astoria would not be provided without the Proposed Action.

Overall, the Proposed Action would not adversely affect existing land use patterns and trends. Many of the changes associated with the Proposed Action would be considered beneficial, including redeveloping vacant land, and providing affordable housing, public open space, and a new public school in an area experiencing substantial new residential growth.

Accordingly, the Proposed Action would not result in significant adverse land use impacts.

Zoning

In the future with the Proposed Action, the existing zoning in the primary study area (rezoning area) would change. The proposed zoning changes as a result of the Proposed Action are shown in Figure 2-4, described in detail below, and summarized in Table 2-6.

Proposed Zoning Map Changes

Assessment

As shown in Figure 2-4, the Proposed Action would result in a zoning map amendment to the primary study area. The existing low-density M1-1 and medium-density R6 zoning designations in the rezoning area would be replaced with R7-3 and contextual medium-density R7A and R6B residential zoning designations, which allow residential development. The primary study area is located adjacent to an existing R6 zoning district to the south of 26th Avenue and the east of 9th Street; therefore, the Proposed Action would extend residential zoning with similar districts (R6B, R7A) onto portions of a four block area.

Table 2-6: Summary of Proposed Zoning Districts and Regulations

District	Maximum FAR	Streetwall (Min. base height/ Max. base Height	Maximum Building Height
Proposed R7-3 IH	Residential: 3.75 (5.0 FAR with Inclusionary Housing) Community Facility: 3.0 Commercial (when mapped with C2-4 overlay): up to 2.0	40 feet min. 65 feet max.	185 feet
Proposed R7A	Residential: 4.0 Community Facility: 4.0 Commercial (when mapped with C2-4 overlay): up to 2.0	40 feet min. 65 feet max.	80 feet
Proposed R6B	Residential: 2.0 Community Facility: 2.0 Commercial: 2.0	30 feet min. 40 feet max.	50 feet

As shown in Figure 2-4, the proposed R7A zoning district would be mapped on the upland parcels of the rezoning area along the south side of 26th Avenue between 4th and 9th Streets to a depth of 100 feet, on Block 908, Lot 12 and on Block 909, Lot 35. R7A is a contextual residential district, which permits use groups 1 through 4 as of right but has a higher FAR than the R6B district with a maximum FAR of 4.0. This zoning district allows maximum building heights of 80 feet and street wall heights of 40 to 65 feet. The building form encouraged by R7A regulations would result in residential buildings that are consistent with the scale, streetwalls, and density of existing buildings.

The proposed R6B zoning district would be mapped on the southern portions of the upland parcels, on Block 908, Lot 12, and on Block 909, Lot 35. R6B is also a contextual residential district that permits use groups 1 through 4 as of right and has a maximum FAR of 2.0. Within the Inclusionary Housing Program, R6B districts allow a base FAR of 2.0 and maximum FAR of 2.2 for residential uses. This zoning district allows maximum building heights of 50 feet and street wall heights of 30 to 40 feet. The building form encouraged by R6B regulations would result in residential buildings that are consistent with the scale, streetwalls, and density of existing buildings.

As shown in Figure 2-4, "Existing and Proposed Zoning," C2-4 commercial overlays are proposed to be mapped on all of Blocks 906 and 907, and on the south side of 26th Avenue on Block 908, Lot 12 and Block 909, Lot 35, to a depth of 100 feet. C2 commercial overlays are mapped on streets within residential districts that serve the local retail needs of the surrounding residential neighborhood. Typical retail uses include grocery stores, restaurants, and beauty parlors. C2 districts permit a slightly wider range of uses than C1 districts, including funeral homes and repair services. The proposed commercial overlays would be mapped within R7-3 and R7A districts where ground floor retail uses would be allowed up to 2.0 FAR in mixed-use residential and commercial buildings. Buildings without residential uses would also be allowed 2.0 FAR of commercial uses.

The zoning map amendment proposed by the Applicant is appropriate as there has been a significant decline in light industrial and manufacturing activity along the Halletts Point waterfront, which has led to a good part of the waterfront becoming underutilized. In addition, the current zoning in the area potentially creates conflicts between industrial and manufacturing uses and residential developments on the Halletts Point peninsula and adjacent streets in Astoria. The current M1-1 zoning is not conductive to mixed-use development and the existing use of the project site's waterfront parcels by warehouses and open storage deprive the neighbor and the City of the opportunities for the development of sorely needed housing, including affordable housing, local retail development, and waterfront access.

Proposed Zoning Text Amendment, Special Permits, and Waterfront Authorizations and Certifications

Assessment

Collectively, the proposed zoning text amendment, Special Permits, and zoning authorizations and certification would help to facilitate the proposed project. These actions would only affect the primary study area and therefore a conceptual analysis of these changes is not required as no other sites would be affected

A discrete assessment of each action is provided below.

Zoning Text Amendment to make the Inclusionary Housing designated area applicable to the proposed R7-3 district: The Proposed Action would modify ZR §23-922 to include the proposed R7-3 district as an "Inclusionary Housing designated area" (Block 906, Lots 1 and 5 and Block 907, Lots 1 and 8). This would make the Inclusionary Housing Program (IHP) zoning regulations applicable in the rezoning area's proposed R7-3 zoning district. In the area where the IHP would be applicable, new residential developments that provide housing that will remain permanently affordable would receive increased FAR. The IHP provides a 33 percent bonus in exchange for twenty percent of FAR being set aside as affordable units. The additional FAR must be accommodated within the bulk regulations of the underlying zoning districts. Affordable units could be financed through City, State, and federal affordable housing subsidy programs.

The affordable housing requirement of the Inclusionary Housing zoning bonus could be met through the development of affordable on-site or off-site units, either through new construction or preservation of existing affordable units. Off-site affordable units must be located within the same community district, within a half-mile of the development receiving the FAR bonus, or anywhere within Queens Community District 1. The availability of on-site and off-site options provides maximum flexibility to ensure the broadest possible utilization of the program under various market conditions. This zoning text amendment would establish an inclusionary FAR bonus providing opportunity and incentive for the development of affordable housing in the rezoning area.

Large-Scale General Development (LSGD) Special Permits: The proposed development would require LSGD Special Permits to allow for the distribution of floor area within the LSGD and waivers of minimum distance between buildings and between windows and lot line requirements (refer to Figure 1-5(a-d) in Chapter 1, "Project Description"). A Special Permit pursuant to ZR §74-743(a)(1) would allow for the distribution of floor area from the project site's non-waterfront zoning lot to the waterfront zoning lot (within the LSGD). A Special Permit pursuant to ZR §74-743(a)(2) would authorize a reduction in the distance between Buildings 2 and 3 and waive the court requirements for Buildings 1, 2, and 3. A Special Permit pursuant to ZR §74-743(a)(6) would waive minimum distance requirements between Building 5' windows and western lot line. Lastly, an extension of the vesting term for the LSGD Special Permits to ten years is also being requested pursuant to ZR §11-42(c). This would facilitate, according to the Applicant, a superior site plan by authorizing the distribution of bulk within the overall project site, thereby facilitating the development of proposed greater amount of publicly accessible open space.

Waterfront Special Permits: The proposed development would require a waterfront Special Permit to modify yard, height and setback, tower footprint size, and maximum widths of walls facing the shoreline (refer to Figure 1-5(a-d) in Chapter 1, "Project Description"). A Special Permit pursuant to ZR §62-836 would allow for the granting of waivers for the rear yard provisions of ZR §23-47; setback provisions of ZR §62-341(a)(2) and ZR §62-341(d)(2)(i); base height provisions of ZR §62-341(c)(1) and ZR §62-341(d)(2); building height provisions of ZR §62-341(c)(2) and ZR §62-341(d)(1); tower footprint size limitation provision of ZR §62-341(c)(4); and the maximum width of walls facing shoreline provision of ZR §62-341(c)(5). This is being requested in order to achieve, according to the Applicant, a better site plan and an enhanced relationship between the project site, adjacent streets, open space and the waterfront.

Waterfront Authorizations and Certifications: The proposed project will require authorizations to: (1) modify the area and minimum dimensions of waterfront public access areas and visual corridors under ZR 62 §62-50 pursuant to ZR §62-822(a); (2) modify the requirements within a waterfront public access areas under ZR §62-60 pursuant to ZR §62-822(b); and (3) permit the phased development of the waterfront public access area, as modified by the above-referenced authorizations, in accordance with ZR §62-822(c). The proposed project will also require certification by the Chairperson of the City Planning Commission pursuant to ZR §62-811 for compliance with waterfront public access and visual corridors, as modified by the above-referenced authorizations. The proposed modifications would allow, according to the Applicant, development of a waterfront public access area that is superior in access, layout, and amenities that will substantially add to the public use and enjoyment of the waterfront.

G. WATERFRONT REVITALIZATION PROGRAM

The project site is located within the New York City Coastal Zone and, as such, is subject to review for its consistency with the City's Waterfront Revitalization Program. In accordance with the guidelines of the *CEQR Technical Manual*, a preliminary evaluation of the Proposed Action's potential for inconsistency with the new WRP policies was undertaken. This preliminary evaluation requires completion of the Consistency Assessment Form (CAF); the questions in the CAF are designed to screen out those policies that would have no bearing on a consistency determination for a proposed action. For any questions that warrant a "yes" answer or for which an answer is ambiguous, an explanation should be prepared to assess the consistency of the proposed action with the noted policy or policies (see Appendix B for the WRP CAF). The WRP CAD prepared for the proposed project (WRP # 12-104) was reviewed by DCP's Waterfront and Open Space Division.

As discussed above, in October 2013, the City Council approved revisions to the WRP in order to proactively advance the long-term goals laid out in Vision 2020: The New York City Comprehensive Waterfront Plan, released in 2011. The changes will solidify New York City's leadership in the area of sustainability and climate resilience planning as one of the first major cities in the U.S. to incorporate climate change considerations into its Coastal Zone Management Program. They will also promote a range of ecological objectives and strategies, facilitate interagency review of permitting to preserve and enhance maritime infrastructure, and support a thriving, sustainable working waterfront. The revisions to the WRP are currently pending State and Federal approval in order to go in to effect. As indicated by DCP, the revisions to the WRP will most likely be adopted by the time the DEIS is completed and as such, the updated policies are reflected in this analysis.

Per the recently revised WRP, the following policies warranted further assessment: 1; 1.1; 1.2; 4.5; 5.1; 5.2; 6; 7.2; 8; 9.1; and 10.2. Therefore, these policies are addressed below.

POLICY 1: Support and facilitate commercial and residential redevelopment in areas well-suited to such development.

The Proposed Action would create opportunities for new housing and commercial development on underutilized and vacant land formerly used for manufacturing, particularly along the waterfront, where there is no longer a concentration of industrial activity and where strong demand for housing exists. The section of the coastal zone falling within the Proposed Action area does not contain any natural or topographic features that would hinder redevelopment, and the street grid provides excellent access to the upland areas. The proposed project would also establish a publicly accessible waterfront esplanade with upland connections. The proposed open space would provide benefits for the Astoria community, the Borough of Queens, and the City as a whole. Therefore, this area is appropriate for the residential and commercial redevelopment that would be facilitated by the Proposed Action. As the Proposed Action would encourage and facilitate residential and commercial redevelopment in an area currently characterized by underutilized waterfront properties, it is therefore consistent with this policy.

1.1 Encourage commercial and residential redevelopment in appropriate coastal zone areas.

See response to Policy 1, above.

1.2 Encourage non-industrial development that enlivens the waterfront and attracts the public.

See response to Policy 1, above.

POLICY 4: Protect and restore the quality and function of ecological systems within the New York City coastal area.

4.5 Protect and restore tidal and freshwater wetlands.

The proposed project would not result in adverse impacts to New York State Department of Environmental Conservation (NYSDEC) tidal wetlands. Construction activities for the proposed project that would occur within areas regulated as NYSDEC tidal wetlands adjacent areas (defined as landward areas between the mean high water [MHW] line and the beginning of manmade structures or asphalt surfaces) include the construction of portions of the waterfront esplanade. The proposed esplanade would not extend over the MHW or spring high water (SHW) elevation and would not require in any construction activity within NYSDEC littoral zone tidal wetlands.

Operation of the proposed project would not result in significant adverse impacts to NYSDEC tidal wetlands adjacent areas. Therefore, the proposed project would be consistent with this policy.

POLICY 5: Protect and improve water quality in the New York City coastal area.

5.1 Manage direct or indirect discharges to waterbodies.

The proposed project would improve the management and treatment of stormwater entering the East River from the project site. Stormwater management measures implemented within the waterfront sites would improve the quality of stormwater discharged to the East River, reducing potential impacts to aquatic resources due to the discharge of runoff from this site, which is currently discharged untreated. The proposed project would result in a net increase in pervious surface coverage in the project site, thereby reducing runoff and potentially improving water quality along the shoreline. In addition, the proposed project would involve construction of two new stormwater outfalls, as well as new storm and sanitary sewers on portions of the project site and adjacent streets. The new stormwater outfalls would convey runoff from the project site to the East River following treatment for quality. Treatment methods would be designed to meet NYSDEC requirements for water quality (e.g., removal of at least 80 percent of total suspended solids). Therefore, the proposed project would be consistent with this policy.

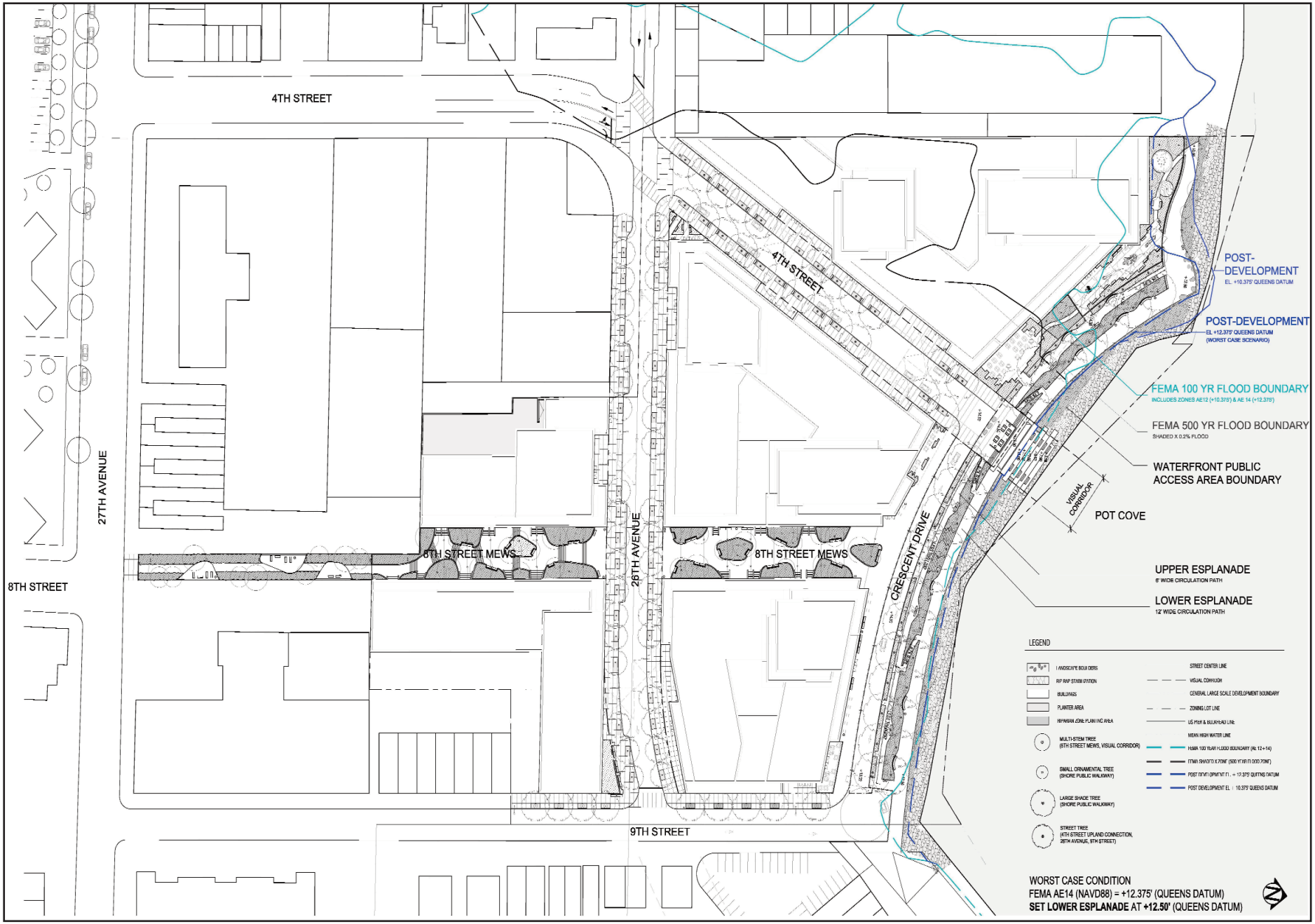
5.3 Protect water quality when excavating or placing fill in navigable waters and in or near marshes, estuaries, tidal marshes, and wetlands.

The proposed project would include the replacement of concrete debris riprap in some areas with shot rock riprap. This would not result in a net increase in fill below MHW and SHW or a change in the shoreline configuration that would result in loss of NYSDEC littoral zone tidal wetlands or aquatic habitat. The proposed new stormwater outfalls would be constructed above SHW. The riprap replacement in-kind and outfall construction would not adversely affect water quality of the East River. Earth disturbing activities adjacent to the East River would comply with NYSDEC's technical standard for erosion and sediment control, presented in "New York Standards and Specifications for Erosion and Sediment Control." Implementation of erosion and sediment control measures would minimize potential impacts on the East River associated with discharge of stormwater runoff during land-disturbing activities resulting from construction of the proposed project. Therefore, the proposed project would be consistent with this policy.

POLICY 6: Minimize loss of life, structures and natural resources caused by flooding and erosion, and increase resilience to future conditions created by climate change.

The project site is located within two flood zones of the East River. A small, northwestern portion of the project site is located within the currently applicable Zone AE12 and Zone Shaded X (see Figures 2-7 and 2-8). Site 1 is the only site that contains a building that would be located within the currently applicable flood zones. In addition, a small portion of the waterfront area in the vicinity of Sites 2 and 3 is located within the currently applicable Zone AE14 (see Figure 2-7). The remainder of the project site is not within a flood zone.

The East River is a tidal strait connecting Long Island Sound to New York Bay, and the flood elevation is controlled by the tidal conditions within the New York Bay, Long Island Sound, and the Atlantic Ocean. Because the floodplain within and adjacent to the project site is affected by coastal flooding, rather than local or fluvial flooding, the construction and operation of the proposed project would not exacerbate flooding conditions on or near the project site. Coastal floodplains are influenced by astronomic tide and meteorological forces (e.g., northeasters and hurricanes) and not by fluvial flooding (e.g., rivers and

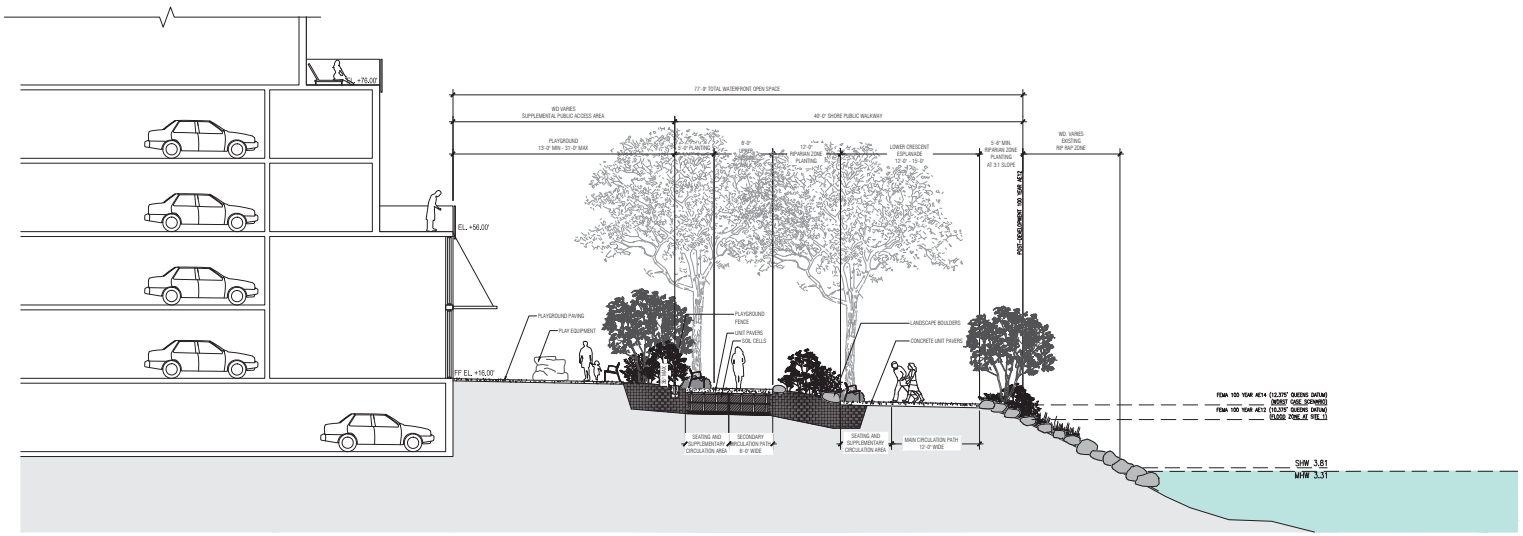


For Illustriative Purposes Only

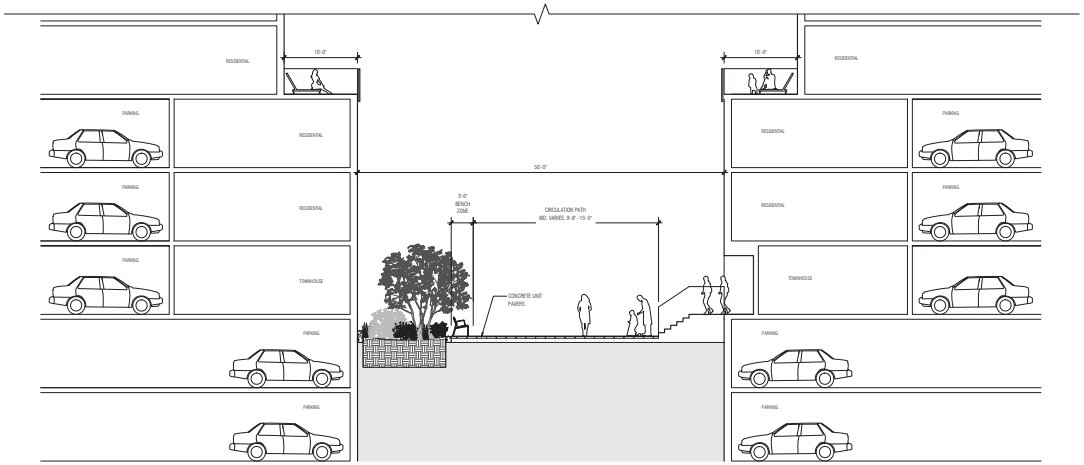
Astoria Cove

Figure 2-7

Preliminary FEMA Flood Boundaries



2 SECTION THROUGH PLAYGROUND AND WATERFRONT AT SITE 1
1/8"=1'-0"



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Astoria Cove

Figure 2-8
Section Through Site 1

streams overflowing their banks), and as such are not affected by the placement of obstructions (e.g., buildings) within the floodplain.

The design and construction of the portions of the buildings within the flood zone areas would comply with New York City Building Code requirements for construction within the 100-year and 500-year floodplains for the applicable building category. The finished floor elevations for all residential and retail uses and the mechanical/electrical/plumbing spaces proposed for Building 1 would be about 3 feet above the currently applicable Federal Emergency Management Agency (FEMA) Preliminary Flood Insurance Rate Maps (FIRMs) 100-year flood elevation. The slab of the below-grade parking level for Building 1 would be below the currently applicable 100-year flood elevations, and the basement structures would be designed in accordance with Appendix G of the New York City Building Code. Therefore, the proposed project would minimize the potential for public and private losses due to flood damage and reduce the exposure of public utilities to flood hazards.

The waterfront public access area (WPAA) design provides a planted rip rap buffer all along the waterfront and features a plant palette that is suitable for inundation with brackish waters. There would be no mechanical or electrical equipment within the WPAA other than electrical wiring for the lights and pumps for the playground splash pads.

The NPCC additionally recommends assessing the impacts of projected sea level rise on the lifespan of projects. While the NPCC developed a series of maps incorporating projections for sea level rise with FEMA's 2013 Preliminary Work Maps, because of limitations in the accuracy of flood projections, the NPCC recommends that these maps not be used to judge site-specific risks. However, in general, the NPCC estimates that in the New York City area, sea level will rise up to a high estimate of 11 inches by the 2020s, and up to a high estimate of 31 inches by the 2050s. As such, areas not currently within the currently applicable 100-year and 500-year flood zones will be in the future, based on the NPCC projections. Furthermore, the NPCC projects that the frequency, extent, and height of 100-year and 500-year floods will increase by the 2050s.

Based on future 100-year and 500-year flood zone projections for the 2020s and 2050s, Buildings 4 and 5 on the upland parcel fall outside of the 100-year and 500-year future floodplain projections. A small northeastern portion of Building 3 falls within the projected 2020s and 2050s 100-year floodplain, and a small southwestern portion of Building 2 falls within the 2020s 100-year floodplain; all waterfront building sites are located within the 2020s and 2050s 500-year floodplain (see Figure 2-9). However, the NPCC recommends that these maps not be used to judge site-specific risks and they are subject to change. As previously stated, coastal floodplains are influenced by astronomic tide and meteorological forces and not by fluvial flooding, and as such are not affected by the placement of obstructions within the floodplain. Therefore, the construction and operation of the proposed project would not exacerbate future projected flooding conditions.

As indicated in Figure 2-9, NPCC projections indicate that the majority of Site 1 would fall within the 100-year floodplain by 2050. Should the base flood elevation rise to these projected elevations in the future, the Applicant anticipates retrofitting the perimeter of the building with flood prevention systems (either temporary or permanently installed flood gates/shutters), potentially in conjunction with an emergency flood protection plan. In addition, as a small portion of Building 1 already falls within the 100-year flood zone, provisions to address potential flood risks have been developed in the building design, as previously described.

The waterfront buildings would be developed in the second, third, and fourth phases of the project's construction and therefore would meet the standards of the New York City Building Code and the Best Available Flood Hazard Data available from FEMA at the time of their construction. In the event that

NPCC Floodplain Projections



Sources: United States Federal Emergency Management Agency, NYC Preliminary FIRM: December, 2013.
New York City Panel on Climate Change, NCPCC 2013 Future Flood Maps: June, 2013.

Notes: This map is for advisory purposes only. It uses the most current data available and is deemed accurate, but is not guaranteed.

Buildings 2 and 3 fall within the future applicable 100-year floodplain, all mechanical space would be elevated above this elevation, most likely to the second floor (Queens Datum elevation 26 feet), and all ground floor uses within the building would need to be protected from flooding conditions per New York City Building Code requirements. As the potential future floodplain elevations may only be slightly above the currently anticipated ground floor elevations for the waterfront buildings, the ground floor elevations could simply be raise to be out of the applicable floodplain, as zoning permits the proposed buildings' Base Plane to be set at the 100-year flood elevation. If this approach was taken, stairs and accessible ramps would then be used to transition between the street/sidewalk and other interior spaces.

Site 1 would be designed in accordance with Appendix G of the New York City Building Code. All waterfront buildings would be constructed to meet the standards of the New York City Building Code and the Best Available Flood Hazard Data available from FEMA at the time of their construction. Therefore, the proposed project would minimize the potential for public and private losses due to flood damage, reduce the exposure of public utilities to flood hazards, and prepare for and address future risks, and would be consistent with this policy.

POLICY 7: Minimize environmental degradation and negative impacts on public health from solid waste, toxic pollutants, hazardous materials, and industrial materials that may pose risks to the environmental and public health and safety.

7.2 Prevent and remediate discharge of petroleum products.

To reduce the potential for human or environmental exposure to known or unexpectedly encountered contamination during and following construction of the proposed project, a Remedial Action Plan (RAP) and associated Construction Health and Safety Plan (CHASP) would be prepared for implementation during proposed construction and submitted to DEP for review and approval. If petroleum storage tanks are encountered during project site redevelopment, these tanks would be properly closed and removed, along with any contaminated soil in accordance with the applicable regulations, including NYSDEC spill reporting and registration requirements. Therefore, the proposed project would be consistent with this policy.

POLICY 8: Provide public access to and along New York City's coastal waters.

The proposed project includes the provision of a publicly accessible waterfront open space and esplanade and upland connections to 4th and 8th Streets. The waterfront esplanade would run the length of the site's waterfront, connecting 4th Street to 9th Street. The waterfront esplanade would include landscaping and seating along the waterfront. The upland connections are intended to provide view corridors and public access from 4th and 8th Streets to the esplanade and East River. As each site along the waterfront is built out, the associated public open space required under the Zoning Resolution would be completed at the same time as the buildings. Upon completion, the proposed project would create approximately 1.92 acres of publicly accessible waterfront open space. Furthermore, the waterfront open space's design would anticipate the effects of climate change: the planted rip rap buffer would feature a plant palette suitable for inundation with brackish waters, and minimal mechanical or electrical equipment (limited to the lights and pumps for the playground splash pads) would be located in the waterfront open space area. Therefore, the proposed project would be consistent with this policy.

POLICY 9: Protect scenic resources that contribute to the visual quality of the New York City coastal area.

9.1 Protect and improve visual quality associated with New York City's urban context and the historic and working waterfront.

The proposed project includes the provision of a publicly accessible waterfront open space and esplanade and upland connections to 4th and 8th streets, which are intended to provide view corridors and public access from 4th and 8th Streets to the esplanade and East River. Significant adverse effects to visual resources would not occur as a result of the proposed project, and in some cases the project would be beneficial to visual resources as it would replace vacant and underutilized industrial uses along the waterfront with an enlivened, mixed-use development. Therefore, the proposed project would be consistent with this policy.

POLICY 10: Protect, preserve, and enhance resources significant to the historical, archaeological, architectural, and cultural legacy of the New York City coastal area.

10.2 Protect and preserve archaeological resources and artifacts.

As discussed in detail in Chapter 7, "Historic Resources," The Proposed Action would result in ground disturbance on three lots with potentially sensitive archaeological resources: Block 906, Lot 1; Block 908, Lot 12; and Block 909, Lot 35. A Phase IA archaeological documentation study (Phase IA) was conducted and concluded that there is potential for archaeological resources on the lots that the New York City Landmark Preservation Commission (LPC) had flagged. The Phase IA concluded that two areas of potential prehistoric sensitivity exist on Block 906, Lot 1, and on the hill on the southern portion of Block 908, Lot 12 and Block 909, Lot 35. The Phase IA further concluded that it is likely that 19th century remains are preserved on Block 906, Lot 1 and Block 908, Lot 12. LPC has concurred with these findings and recommends archaeological testing to further assess the potential for these archaeological remains. A testing protocol to recover these resources on these lots has been developed, reviewed and approved by LPC. The Applicant has agreed to record a Restrictive Declaration which would ensure that this protocol is followed before and/or during development of these properties. Significant adverse impacts to the archaeological resources on these parcels will therefore be avoided as part of the project and the proposed project would be consistent with this policy.