Chapter 1: Project Description

A. INTRODUCTION

Halletts A Development Company, LLC (the "Applicant") is requesting discretionary approvals (the "proposed actions") that will facilitate a mixed-use development on several parcels on Halletts Point along the East River in Astoria, Queens (see **Figure 1-1**). The New York City Housing Authority (NYCHA) would be the applicant for certain discretionary approvals.

The project site comprises all or portions of eight existing tax lots on the Halletts Point peninsula (tentative tax lot numbers to be determined) (see **Figure 1-2**). The project site contains eight building sites on which new development would occur with the proposed project. As discussed below, seven of the building sites would be developed as part of the Applicant's proposal and one would be developed as part of a future request for proposals (RFP) by NYCHA. In total, eight buildings (Buildings 1 through 8) would be developed on the project site:

- **Building 1** (Block 915, Lot 6) would be located on the block bounded by 27th Avenue to the south, 1st Street to the west, 26th Avenue to the north, and 2nd Street to the east (the "Eastern Parcel" or "Eastern Zoning Lot").
- **Buildings 2 through 5** (Block 490, Lots 1 and 11 and Block 916, Lots 1 and 10), including the mapped streetbeds of 26th and 27th Avenues between 1st Street and the East River, would be bounded by ~~Hallet's Cove~~ Halletts Point Playground (Block 490, Lot 100) to the south, the East River to the west, Whitey Ford Field (Block 913, Lot 1) to the north, and 1st Street to the east (the "Waterfront [WF] Parcel").
- **Buildings 6 through 8** would be located within the existing NYCHA Astoria Houses Campus (Block 490, Lot 101) bounded by 27th Avenue, 1st Street, and 8th Street.

In order to facilitate a better site plan and flexibility in the allocation of affordable housing units among the project sites, the Applicant proposes the creation of a Large-Scale General Development (LSGD) Plan that would include Buildings 1 through 5 and the Astoria Houses Campus (including Buildings 6 through 8). The creation of the LSGD would be facilitated by the alienation of a 10-foot-wide strip of parkland of ~~Hallet's Cove~~ Halletts Point Playground (the "Parks Parcel") to create a single zoning lot containing Buildings 2 through 5 and the Astoria Houses Campus, including Buildings 6, 7, and 8 (the Astoria Houses Campus with the Parks Parcel is known as the "NYCHA Parcel"). In total, the LSGD would contain two zoning lots: one containing Building 1 on the Eastern Zoning Lot and a second containing the WF Parcel and the NYCHA Parcel, including the Parks Parcel (the "Waterfront Zoning Lot"). The use of an approximately 10-foot-wide alienated portion of ~~the Hallet's Cove~~ Halletts Point Playground would require the jurisdictional transfer of parkland from the New York City Department of Parks and Recreation (DPR) to NYCHA.

As discussed below, the development of Buildings 6, 7, and 8 would be facilitated by the disposition of NYCHA property, which is subject to Section 18 of the U.S. Housing Act of 1937 and approval by the U.S. Department of Housing and Urban Development (HUD). For Buildings 6 and 7, the



HALLETTS POINT

Project Location
Figure 1-1

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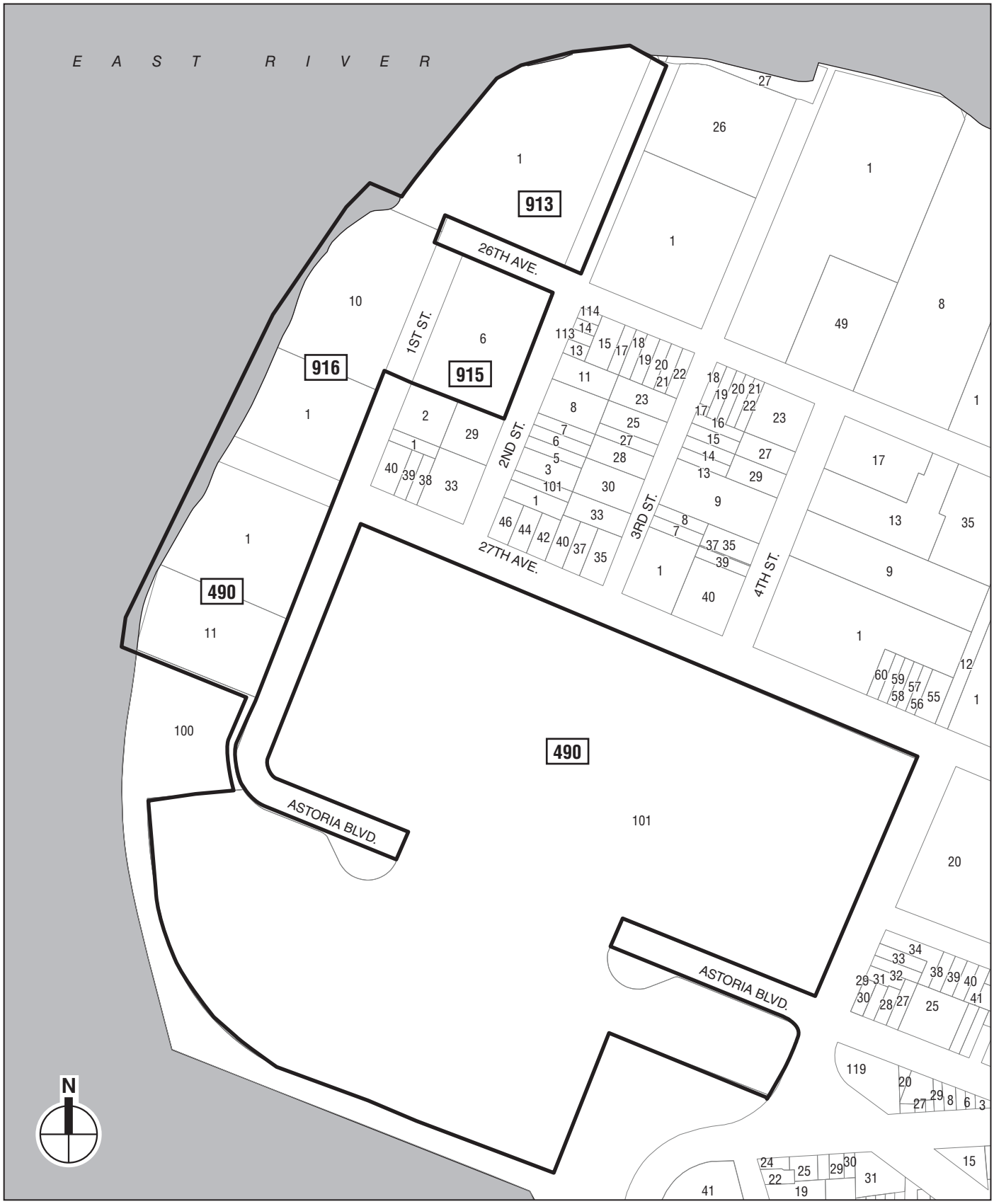


HALLETTS POINT

Project Site
Figure 1-2

NYCHA property would be disposed of to the Applicant for development as part of this application. Building 8 would not be developed by the Applicant; rather, it is expected that this application would facilitate a future disposition action by NYCHA with the development entity and specific building program subject to a future RFP by NYCHA. A separate Section 18 disposition action for Building 8 would be pursued in the future at the time a development entity is designated by NYCHA.

In order to facilitate a mixed-use development that includes affordable and market-rate housing, publicly accessible waterfront open space and an esplanade, and neighborhood commercial uses including a supermarket, the proposed project would require a number of zoning map changes; zoning text amendments; LSGD special permits related to bulk; waterfront special permits, authorizations, and certifications; and mapping actions. Other discretionary actions being requested include disposition of public housing property, use of development rights associated with lands underwater, and other potential financing approval for affordable housing.

In addition to the actions noted above, the application will also include requests to: (1) rezone a portion of the Astoria Houses Campus to include a commercial overlay over the existing residential zoning district along Astoria Boulevard and 27th Avenue (the "NYCHA Rezoning Area"); and (2) establish Whitey Ford Field as a mapped public parkland and to rezone a portion of the adjacent streetbed (the "2nd Street Rezoning Area").

Figure 1-3 shows the various parcels within the proposed LSGD and the proposed rezoning areas associated with the proposed project. Within this Environmental Impact Statement (EIS), the term "project site" is used to refer to all or portions of eight existing tax lots, including the sites of the proposed buildings themselves. The term "building sites" refers to areas that would be redeveloped as part of the proposed project; specifically, the WF and Eastern Parcels and the sites of Buildings 6, 7, and 8 on the NYCHA Parcel. The building sites do not include areas where no development associated with the proposed project would occur, i.e., on ~~Hallet's Cove~~ Halletts Point Playground, Whitey Ford Field, or portions of the NYCHA Astoria Houses Campus not located within the building sites for Buildings 6, 7, or 8.

In order to develop the proposed project, certain discretionary approvals are required from the City of New York, as well as from New York State and the United States Army Corp of Engineers (USACE). These discretionary approvals by the City of New York are subject to review under the city's Uniform Land Use Review Procedure (ULURP), which requires a determination pursuant to City Environmental Quality Review (CEQR). The New York City Department of City Planning (DCP), acting on behalf of the City Planning Commission (CPC), will serve as the city's lead agency for ULURP and CEQR.

Development of the proposed project may potentially result in significant adverse environmental impacts, requiring that an EIS be prepared. The *2012 CEQR Technical Manual* will serve as a guide on the methodologies and impact criteria for evaluating the proposed project's effects on the various environmental areas of analysis.

The disposition of NYCHA property would require a federal approval from HUD that is subject to review under the National Environmental Policy Act (NEPA). The New York City Department of Housing Preservation and Development (HPD) acts as a Responsible Entity for NYCHA's environmental reviews pursuant to 24 CFR Part 58 and for the proposed disposition approval from the HUD. HPD and HUD therefore serve as Involved Agencies under CEQR. This EIS includes NEPA areas of analysis, as appropriate, to satisfy federal environmental review requirements.



NOTE: See Figure 1-15 for the Proposed Zoning Map Changes

SITE PLAN SOURCE: Studio V Architects

Proposed Large Scale General Development and Rezoning Areas

B. PROJECT SITE

The building sites comprise a total of approximately 420,700 square feet (sf) (9.66 acres); the sites for Buildings 1 through 5 on the WF and Eastern Parcels are approximately 328,000 sf (7.53 acres, including land underwater) and those for Buildings 6 through 8 on the NYCHA Parcel are approximately 92,700 sf (2.13 acres). The Eastern Parcel is occupied by an electronics and ink toner company. The WF Parcel contains three building structures and three open lots. It is predominantly vacant, but portions of this waterfront parcel have been leased to two tenants for construction and telecommunications storage and parking on a short-term or month-to-month lease agreement. The waterfront along the project site consists of structural bulkheads and soil embankments armored with large stone rip-rap or construction debris. An existing platform and bulkhead extend approximately 175 feet north from the southern tip of the site. The bulkhead and platform are in good overall structural condition. The remainder of the waterfront along the waterfront parcel consists of a soil embankment lined with large stone rip-rap. The sites for Buildings 1 through 5 are currently zoned M1-1, permitting light industrial uses subject to performance standards common to all M1 districts. Approximately 15,000 sf of the WF Parcel consists of land underwater between the pierhead line and shoreline that is owned by the New York State Office of General Services (NYSOGS).

The sites for Buildings 6 through 8 are zoned R6 and contain parking lots, trash compactors, walkways, and a small amount of landscaped area within the Astoria Houses Campus. The Astoria Houses contains 22 six- and seven-story residential buildings on an approximately 27-acre campus with a total of 1,103 residential units, as well as surface parking lots, a day care center and senior center, basketball courts and playgrounds, walkways, and other landscaped areas. The campus was completed in 1951. The NYCHA Rezoning Area is also located within the Astoria Houses Campus.

Whitey Ford Field is an approximately 3.6-acre park bounded by the East River, 26th Avenue, and 2nd Street, containing a baseball field, bleachers, and open lawn area. It is under the jurisdiction of DPR, although it is not mapped parkland. Whitey Ford Field is currently zoned R6. The Parks Parcel consists of a portion of ~~the Hallet's Cove~~ Halletts Point Playground, which contains an asphalt baseball field and basketball courts. The approximately 10-foot-wide alienated Parks Parcel that would be incorporated as part of the project includes a number of trees, the park perimeter fence, and a portion of the perimeter sidewalk and baseball field back stop area. The Parks Parcel would be incorporated in the NYCHA Astoria Houses Campus as part of the proposed project and would continue to be utilized as open space.

C. PROJECT DESCRIPTION

As described in more detail below, the proposed actions would facilitate a proposal by the Applicant to develop Buildings 1 through 7 and a proposal by NYCHA to dispose of the site for Building 8 for development pursuant to a future RFP. The proposed project would be built continuously over time; it is expected that full build out would be complete by 2022.

DEVELOPMENT PROGRAM

The proposed actions (listed below under "Discretionary Approvals") would facilitate the development of a total of approximately 2.73 million gross square feet (gsf) on the building sites, consisting of a total of approximately 2.2 million gsf of residential space (2,644 housing units including 2,161 market-rate and 483 affordable housing units); approximately 69,000 gsf of retail

space (including an approximately 30,100-gsf retail space designed for supermarket use in Building 1); and approximately 1,347 garage parking spaces and 53 on-site surface parking spaces. **Table 1-1** provides a summary of the proposed development program on each site. The proposed project would also include approximately ~~102,324~~ 105,735 sf (~~2.35~~ 2.43 acres) of publicly accessible open space, including a waterfront esplanade along the East River and upland connections to 1st Street.

Table 1-1
Summary of Proposed Program

Use	Bldg 1	Bldg 2	Bldg 3	Bldg 4	Bldg 5A	Bldg 5B	Bldg 6A	Bldg 6B	Bldg 7A	Bldg 7B	Bldg 8[2]	Total
Residential gsf	385,717	286,820	360,738	205,299	195,174	253,129	87,586	49,711	69,438	61,547	240,000	**2,195,159**
Total Units	*472*	*351*	*441*	*251*	*239*	*310*	*111*	*63*	*88*	*78*	*240*	***2,644***
Market-Rate Units	*377*	*351*	*441*	*251*	*191*	*310*	*0*	*0*	*0*	*0*	*240*	***2,161***
Affordable Units	*95*	*0*	*0*	*0*	*48*	*0*	*111*	*63*	*88*	*78*	*0*	***483***
Retail gsf	30,100	4,115	7,033	5,156	2,069	2,660	1,945	3,735	4,755	4,095	3,000	**68,663**
Parking gsf	76,308	60,383	63,818	44,745	50,852	60,661	0[2]	0[2]	0[2]	0[2]	51,015	**407,782**
Garage Parking Spaces[1]	*228*	*215*	*222*	*137*	*162*	*212*	0	*0*	0	*0*	*171*	***1,347***
Surface Parking Spaces[1]	*0*	*0*	*0*	*0*	*0*	*0*	27		26		*0*	***53[3]***
Mechanical gsf	11,738	8,198	13,177	9,138	7,266	6,303	NA	NA	NA	NA	5,000	**60,820**
Total gsf	**503,863**	**359,516**	**444,766**	**264,338**	**255,361**	**322,753**	**89,531**	**53,446**	**74,193**	**65,642**	**299,015**	**2,732,424**
Open Space	**105,735 sf (2.43 acres)**											

Notes: gsf = gross square feet. All proposed gsf are approximate.
[1] All parking would be accessory.
[2] In addition to the Applicant's proposal, NYCHA is seeking approvals in connection with the disposition and future development of Site 8.
[3] The proposed project would also maintain 178 surface parking spaces within the NYCHA Parcel adjacent to Buildings 6 and 7 and in an expanded surface lot south of Astoria Boulevard to replace the surface parking displaced by the development of Buildings 6, 7, and 8.

The Applicant intends to provide affordable housing as part of the proposed project, using the city's Inclusionary Housing bonus program. As shown above, affordable housing would be developed in Buildings 1, 5, 6, and 7. In order to meet the New York State Real Property Tax Law 421-a tax abatement program requirement that affordable housing be provided on-site (i.e., within the same zoning lot), the development of affordable housing in Buildings 6 and 7 would be paired with sites that would contain market-rate units. Specifically, the affordable units developed in Building 6A and 6B would satisfy the affordable housing obligations of Buildings 3 and 4, respectively, and the affordable units developed in Building 7A and 7B would satisfy the affordable housing obligations of Building 2 and a portion of Building 5B, respectively. The affordable units developed in Buildings 1 and 5A would satisfy their own affordable housing obligations. It is expected that senior housing units would be developed as part of the affordable housing component of the proposed project, and that Buildings 6A/6B and 7A/7B may be entirely senior housing units. However, to provide for a conservative analysis, this EIS assumes that the proposed project's affordable housing component would not be age-restricted.

Figure 1-4 shows the illustrative overall site plan for the proposed project; **Figure 1-5** shows a rendering of the proposed project. The new development for Buildings 1 through 5 would consist of seven new buildings with high-rise towers rising from low- to mid-rise bases, and would include residential, retail, and parking. The low- to mid-rise bases would include one level of below-grade parking and up to four floors of additional parking above-grade. The above-grade parking would be located in the building cores, wrapped by residential and retail uses. The residential uses wrapping the parking garages would consist of "townhouses" (i.e., residential units with exterior entrances) below apartment units. Ground-floor retail would line portions of 1st Street and the demapped portion of 27th Avenue, leading to the waterfront. An approximately 30,000 gsf retail space (designed for a supermarket use) would be located on the ground floor of Building 1. The parking garages in the building cores may be topped by a rooftop terrace for use by the buildings' tenants. The structures on Buildings 1 through 5 would range from 17 to 31



Large Scale General Development Area

SITE PLAN SOURCE: Studio V Architects

Illustrative Development Site Plan

Figure 1-4



SOURCE: Studio V Architects and James Corner Field Operations

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

Rendering of Proposed Project in Context

stories in height (170 to 310 feet) (see **Figures 1-6 and 1-7**). The low- to mid-rise bases would be a minimum of four stories and would range from approximately 40 to 80 feet in height. Buildings 6 and 7 would contain four new mid-rise buildings rising to a maximum height of 130 feet and 140 feet, respectively (13 and 14 stories) (see **Figure 1-8**). These structures would contain residential and retail uses and surface parking. Local retail uses would be located along 27th Avenue and surface parking lots would be provided at the rear of the buildings. The existing uses on these sites, including parking and trash facilities, would be relocated elsewhere within the Astoria Houses Campus, as discussed below. The development of Buildings 6 and 7 would also involve minor modifications to the paths and landscaping areas within the Astoria Houses Campus adjacent to each building site.

In addition to the Applicant's proposed development program for Buildings 1 through 7, the proposed actions would facilitate a proposal by NYCHA to dispose of the site for Building 8 along Astoria Boulevard for development pursuant to a future RFP. Building 8 would contain one new high-rise building rising to a height of 270 feet (27 stories). This structure would contain market-rate residential units and retail uses and garage parking. Local retail uses would be located on Astoria Boulevard at the intersection of 1st Street. **Figure 1-9** provides illustrative elevations of the Building 8.

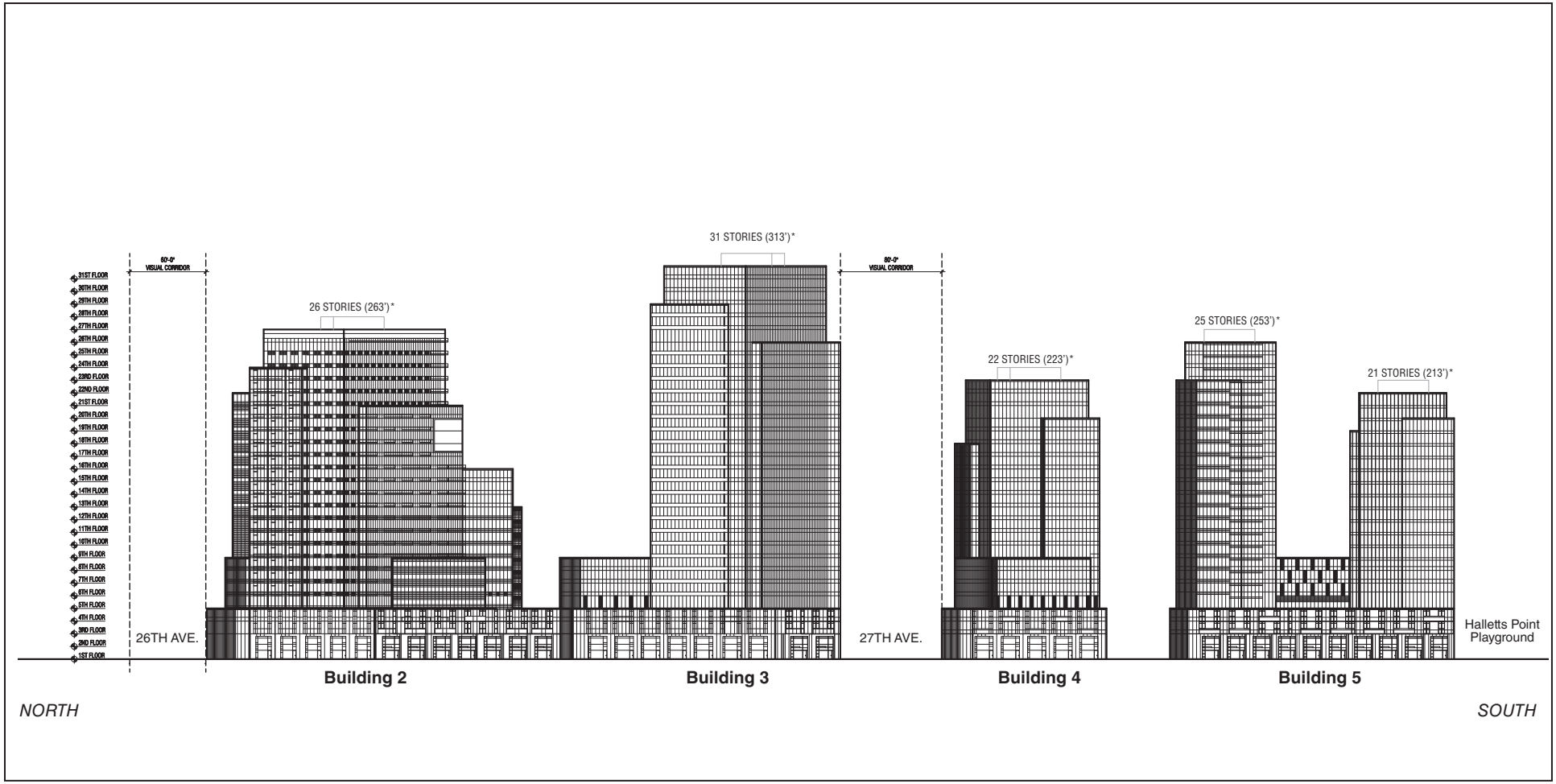
Building heights throughout the proposed development would be articulated to create a varied skyline.

The development of Buildings 6, 7, and 8 would displace approximately 178 surface parking spaces within the NYCHA Astoria Houses Campus. All of these spaces would be replaced as part of the proposed project. A portion of these spaces would be accommodated within the surface parking lots adjacent to Buildings 6 and 7, and the remainder would be accommodated within combined and reconfigured surface parking lots south of Astoria Boulevard near the intersection of Astoria Boulevard and 8th Street (the expanded surface parking area, see **Figure 1-4**).

As shown in **Table 1-2,** under the proposed ULURP Phasing Plan, construction of the proposed project would proceed in six phases: Phase 1) Building 1; Phase 2) Buildings 2 and 7A; Phase 3) Building 5A; Phase 4) Buildings 5B and 7B; Phase 5) Buildings 4 and 6B; and Phase 6) Buildings 3 and 6A. As Building 8 is not controlled by the Applicant, it is assumed that this building would be constructed at the end of the overall project construction period (Phase 7). However, as discussed in greater detail in Chapter 20, "Construction," for analysis purposes, a reasonable worst-case conceptual construction schedule for the development anticipated to occur under the proposed project was developed and analyzed instead of the proposed ULURP Phasing Plan because it provides a more conservative representation of potential construction impacts.

Table 1-2
Proposed ULURP Phasing Plan

Phase	Building(s)
1	Building 1A/1B
2	Buildings 2 and 7A
3	Building 5A
4	Buildings 5B and 7B
5	Buildings 4 and 6B
6	Buildings 3 and 6A
7	Building 8



SOURCE: Studio V Architects

*The proposed zoning envelope would allow buildings up to the height indicated

Illustrative Elevation of WF Parcel, View From West

Figure 1-6

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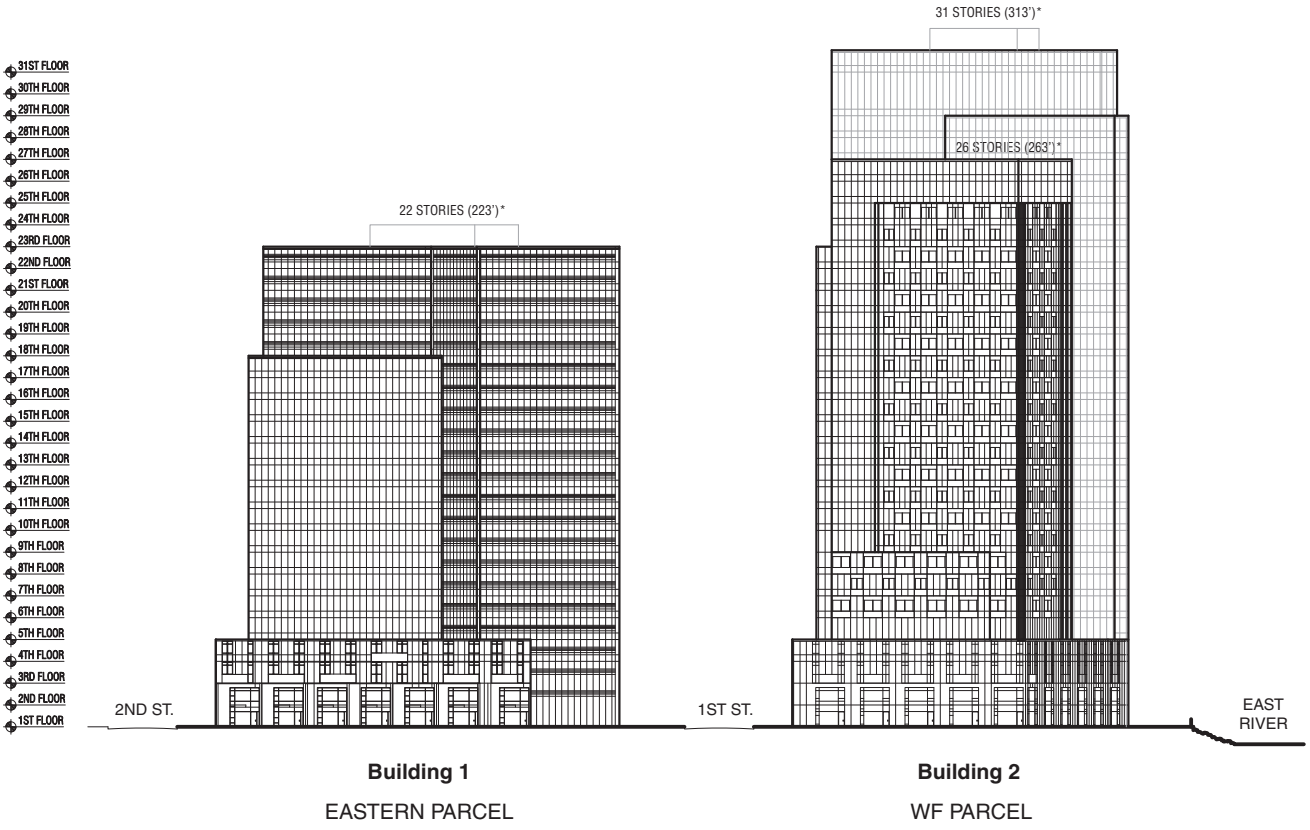


SOURCE: Studio V Architects

*The proposed zoning envelope would allow buildings up to the height indicated

Illustrative Elevation of Eastern and WF Parcel, View From North



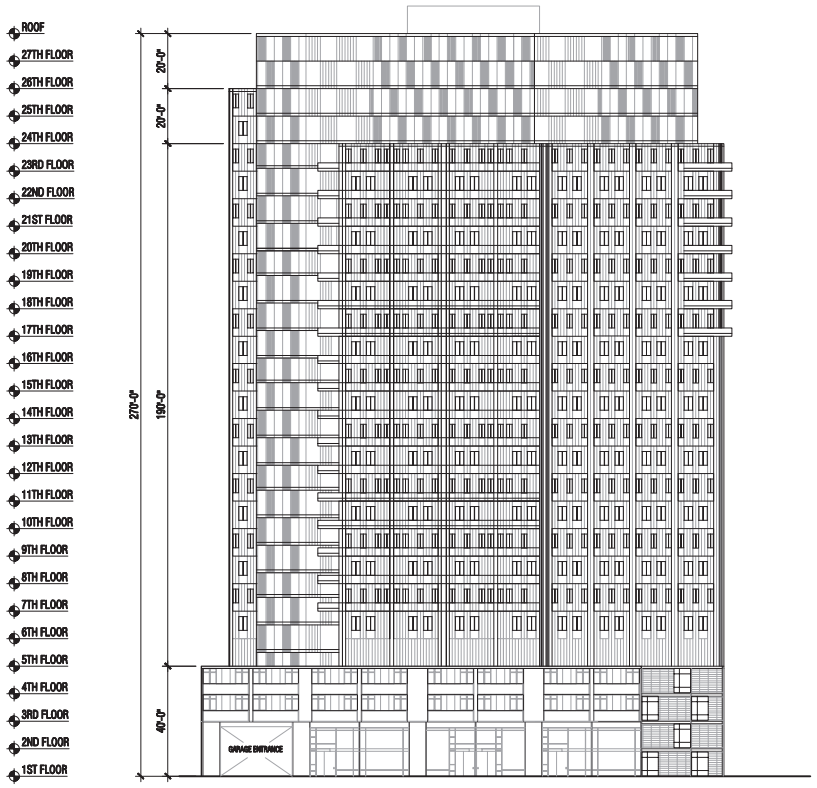
Building 6



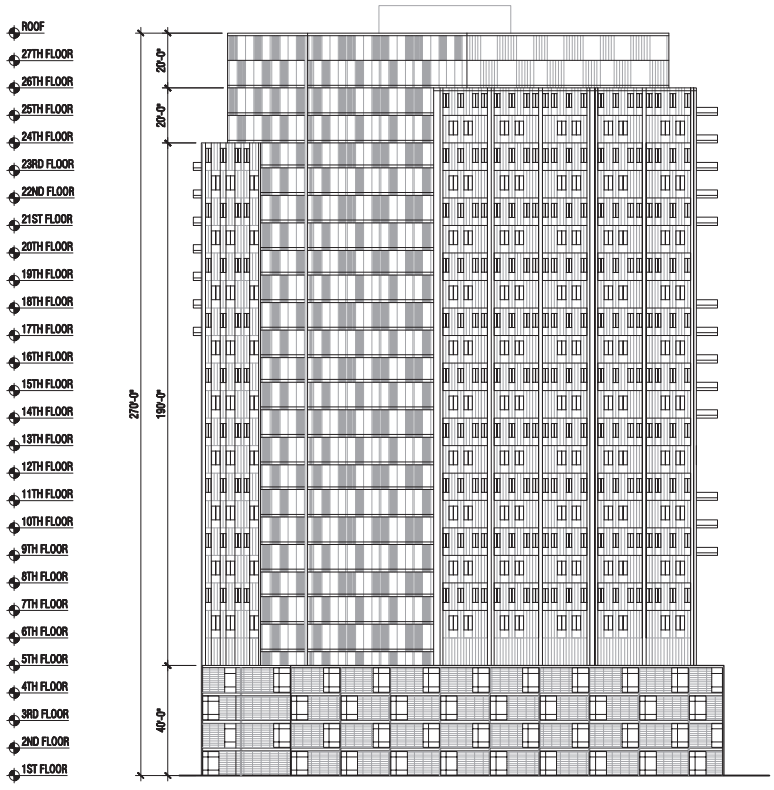
Building 7

SOURCE: Studio V Architects

Illustrative North Elevation, Building 6 and 7



North Elevation



South Elevation

SOURCE: Studio V Architects

Illustrative Elevations of Building 8
Figure 1-9

PUBLICLY ACCESSIBLE OPEN SPACE AND WATERFRONT ESPLANADE

As indicated above, the proposed project would incorporate publicly accessible open space including a waterfront esplanade and upland connections to 1st Street. The waterfront esplanade would run the length of the site's waterfront, connecting on the south to ~~Hallet's Cove~~ Halletts Point Playground and on the north to Whitey Ford Field. The waterfront esplanade would include landscaping and seating along the waterfront. The upland connections are intended to provide view corridors and public access from 1st Street to the esplanade and East River and would also include a public plaza at 27th Avenue. **Figure 1-10** shows an illustrative rendering of the proposed esplanade and **Figure 1-11** shows the upland connection between 1st Street and the proposed esplanade along the demapped portion of 27th Avenue. 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 ~~102,324~~ 105,735 sf (~~2.35~~ 2.43 acres) of publicly accessible waterfront open space on the WF Parcel. The proposed waterfront esplanade would be designed to provide a cohesive transition between the project site and Whitey Ford Field to the north and ~~the Hallet's Cove~~ Halletts Point Playground to the south. The proposed project would also create a publicly accessible open space area with benches and plantings adjacent to Building 1 between 1st Street and 2nd Street.

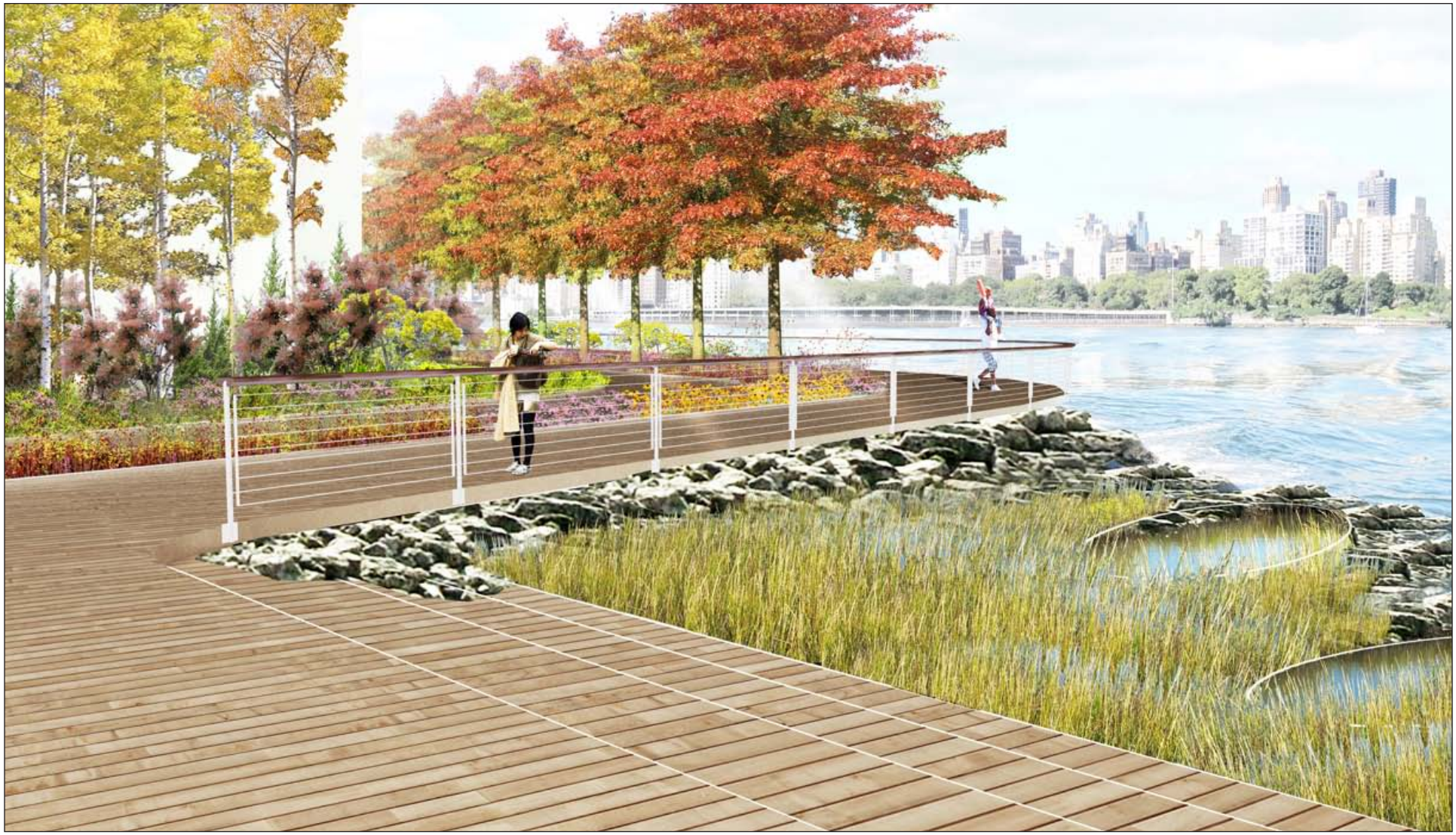
In addition to the proposed on-site open space improvements, the proposed project would implement two off-site public realm improvements: 1) the replacement of the sea railing along the waterfront from Halletts Point Playground to Hallet's Cove Playground, in response to a community request, and 2) future maintenance of the Halletts Point Playground in perpetuity.

INFRASTRUCTURE IMPROVEMENTS AND STORMWATER MANAGEMENT

The proposed project would include improvements to stormwater and sanitary sewer infrastructure to support the new development. Currently, there are two stormwater outfalls located adjacent to the project site: a 36-inch storm sewer and outfall on 27th Avenue and a 48-inch outfall at 26th Street. The proposed project would include construction of new stormwater outfall(s) for the proposed development sites to enable direct discharge of stormwater flows to the East River. These outfalls would be permitted by the New York State Department of Environmental Conservation (NYSDEC) and USACE, and stormwater generated on-site would be treated for water quality prior to discharge. In addition, it is expected that new sanitary sewers would be provided to convey additional wastewater flows generated from the project. The routing and scope of additional sanitary sewers will be developed as project design progresses in consultation with the New York City Department of Environmental Protection (DEP).

In addition, there is an established water distribution network through the Halletts Point peninsula generally consisting of 8- to 20-inch water mains. Consistent with DEP policy, mains located within the streets fronting the development sites constructed prior to 1945 would be reconstructed to current DEP design standards.

The proposed project would implement a variety of stormwater management measures as part of its overall design and as part of the site connection process with DEP and the project's Stormwater Pollution Prevention Plan (SWPPP). These measures would be similar to Low Impact Development (LID) techniques, which is an approach to development that works with nature to manage stormwater as close to its source as possible. In terms of design, the proposed project would result in an increase in the pervious surface area on the WF Parcel. Stormwater best management practices (BMPs) for the proposed project would be implemented as required



Illustrative Rendering of Proposed Esplanade



Illustrative Rendering of Proposed 27th Avenue Plaza

during the DEP site connection approval process. BMPs could include on-site detention facilities (rooftop detention, underground storage tanks or tanks within the buildings) and stormwater infiltration areas on the project site. The selection of BMPs would be subject to the final design of the proposed buildings during the DEP site connection approval process. Similar to Low Impact Development practices, these stormwater measures would improve water quality and reduce peak storm flows from the project site. In addition, post-construction stormwater management measures that would be integrated into the proposed project as part of the project's SWPPP could include measures such as underground detention, infiltration practices and vegetated areas.

Furthermore, the design and construction of the proposed project would comply with *New York City Building Code* requirements for construction within the 100-year floodplain. In June 2013, the Federal Emergency Management Agency (FEMA) released new preliminary work flood insurance rate maps (FIRMs) that precede the future publication of new duly adopted FIRMs, which represent the Best Available Flood Hazard Data (BAFHD) at this time. FEMA encourages communities to use the BAFHD when making decisions about floodplain management and post-Hurricane Sandy recovery efforts. In addition, the New York City Zoning Resolution is currently proposed to be amended to allow projects to account for higher base flood elevations (BFEs) set forth in the preliminary work FIRMs for height and other zoning requirements. These BFEs would be higher than currently permitted under the current definition of base plane and base flood elevation in the Zoning Resolution, which refer to the existing 100 year floodplain as set forth in the existing FEMA FIRMs. The preliminary work FIRM indicates that the BFE for the WF Parcel would be approximately 11 feet in Queens Borough Highway Datum (QBHD), an approximately 3 foot increase over the currently applicable 100 year flood elevation. Under the currently contemplated plans accounting for the preliminary work FIRMs, the finish floor elevations for ~~the~~ all residential and retail ~~townhouse structures~~ uses proposed for the WF Parcel along the East River and on the Eastern Parcel would be about 3 feet above the preliminary work FIRM 100 year flood elevation. In the event that new BAFHD are released by FEMA prior to construction that raises the projected base flood elevation, the proposed project would comply these flood elevations as required by the *New York City Building Code*. ~~The remaining residential units within the WF Parcel and Eastern Parcel would be within the towers above the low- to mid-rise bases and thus would be well above the 100- and 500-year flood elevation. The finish floor elevations for the ground floor retail uses on the WF Parcel would be about 2 inches above the 100-year flood elevation.~~

NYCHA REZONING AREA

As noted above, the application would also rezone a portion of the Astoria Houses Campus to include a commercial overlay over the existing R6 zoning district along Astoria Boulevard and 27th Avenue. The portion of the NYCHA Rezoning Area along 27th Avenue would facilitate the development of approximately 15,000 gsf of retail in Buildings 6 and 7 along 27th Avenue. The portion of the NYCHA Rezoning Area along Astoria Boulevard would include the development of approximately 3,000 gsf of retail on Building 8. Because of the configuration of the NYCHA buildings and the presence of NYCHA tenants, it is not expected that new retail uses would be developed in the ground floors of existing buildings within the NYCHA Rezoning Area. It should be noted that the proposed project would not displace any existing NYCHA tenants nor would it reduce the number of existing parking spaces on the NYCHA Astoria Houses Campus.

It should be noted that NYCHA is contemplating a master plan for the Astoria Houses Campus that may include future development on other parcels within the campus. The NYCHA Rezoning Area

may facilitate future development on other sites within the Astoria Houses Campus. There are no current plans or a projected timeline for the development of future commercial uses or other development parcels along Astoria Boulevard, but these uses are contemplated as part of NYCHA's long-term master planning for the Astoria Houses Campus. Future development in the Astoria Houses would be subject to the proposed LSGD, if approved, and therefore any modification to the LSGD to facilitate this or any new development would require further review by the CPC.

ROAD NETWORK IMPROVEMENTS

The proposed project would include a number of street improvements. **Figure 1-12** shows the existing street network and **Figure 1-13** shows proposed improvements to the network. A portion of 27th Avenue, located west of 1st Street and currently used as accessory parking for adjacent businesses, would be demapped and transformed into a pedestrian waterfront access corridor. The portion of 26th Avenue west of 1st Street would also be demapped and transformed into a pedestrian waterfront access corridor. A new connecting street segment between existing mapped portions of Astoria Boulevard is proposed on the NYCHA parcel. Between 1st Street and 8th Street, Astoria Boulevard would be two-directional with one lane in either direction. Parking may be added along some segments of the street, depending on required street widths and the location of existing mature trees. Traffic calming measures for the new connecting street segment on Astoria Boulevard ~~would be explored~~ are being developed in consultation with the New York City Department of Transportation (NYCDOT).

To the north, 26th Avenue would become one-way eastbound between 1st and 2nd Streets. Between 26th and 27th Avenues, 1st Street would become one way northbound and 2nd Street would become one-way southbound. Third and 4th Streets would remain unchanged in their directionality between 26th and 27th Avenues.

TRANSIT SERVICE IMPROVEMENTS

The proposed project would also include an important transit amenity—a bus layover ~~facility~~ area along 2nd Street adjacent to Building 1 for the Q18, Q102, and Q103 bus routes, and potentially other routes in the future. Preliminary discussions have taken place between the Applicant and the Metropolitan Transportation Authority Bus Company ~~New York City Transit~~ (MTA Bus Company ~~NYCT~~) on potentially increasing bus service and/or extending routes as the project sites become occupied.

SUSTAINABILITY AND SEA LEVEL RISE RESILIENCE MEASURES

The Applicant intends to take a proactive approach to incorporating measures into the proposed project to address and plan for resilience to flooding, including future sea level rise. The proposed project would account for elevating the proposed buildings above any current or future applicable flood elevations at the time of construction as designated by FEMA in FIRMs. Under the currently contemplated plans accounting for the preliminary work FIRMs, all habitable residential spaces in the proposed project would be approximately three feet above the ~~current applicable~~ preliminary work FIRM 100 year flood elevation. When accounting for future sea level rise (specifically, the New York City Panel on Climate Change (NPCC) projected central estimate of ~~1.0 to 1.9 feet~~ 1 to 2 feet of future sea level rise expected to occur by the 2050s), the ~~vast majority of~~ residential ~~units~~ and retail uses would be well above the projected mid-century future 100 year flood elevation. ~~The residential uses closest to the current 100-year flood elevation, the proposed townhouses along the esplanade and upland connections, would still be~~

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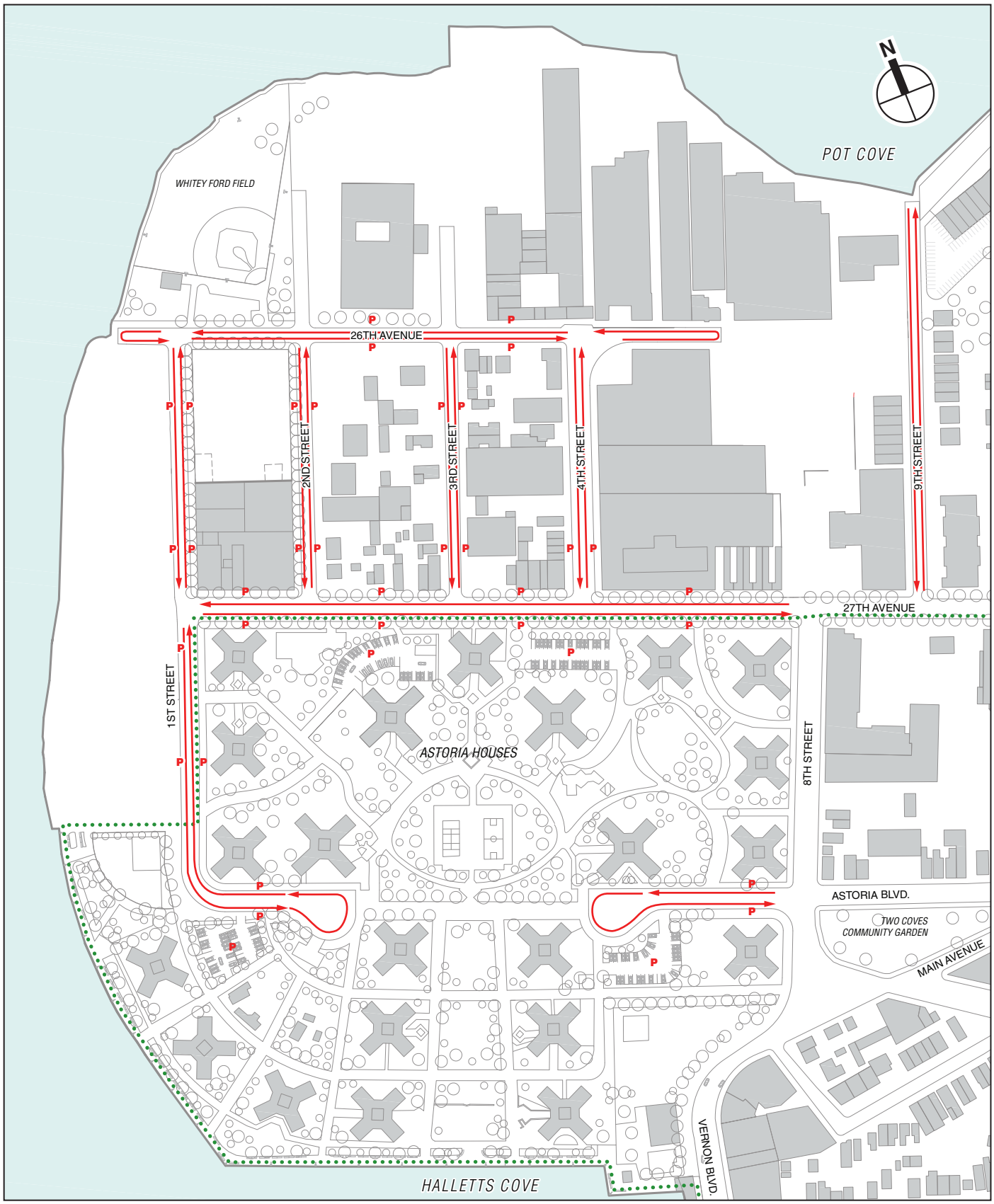

Direction of Traffic

P *Street Parking*

Bike Route

HALLETTS POINT

Existing Street Network

Figure 1-12

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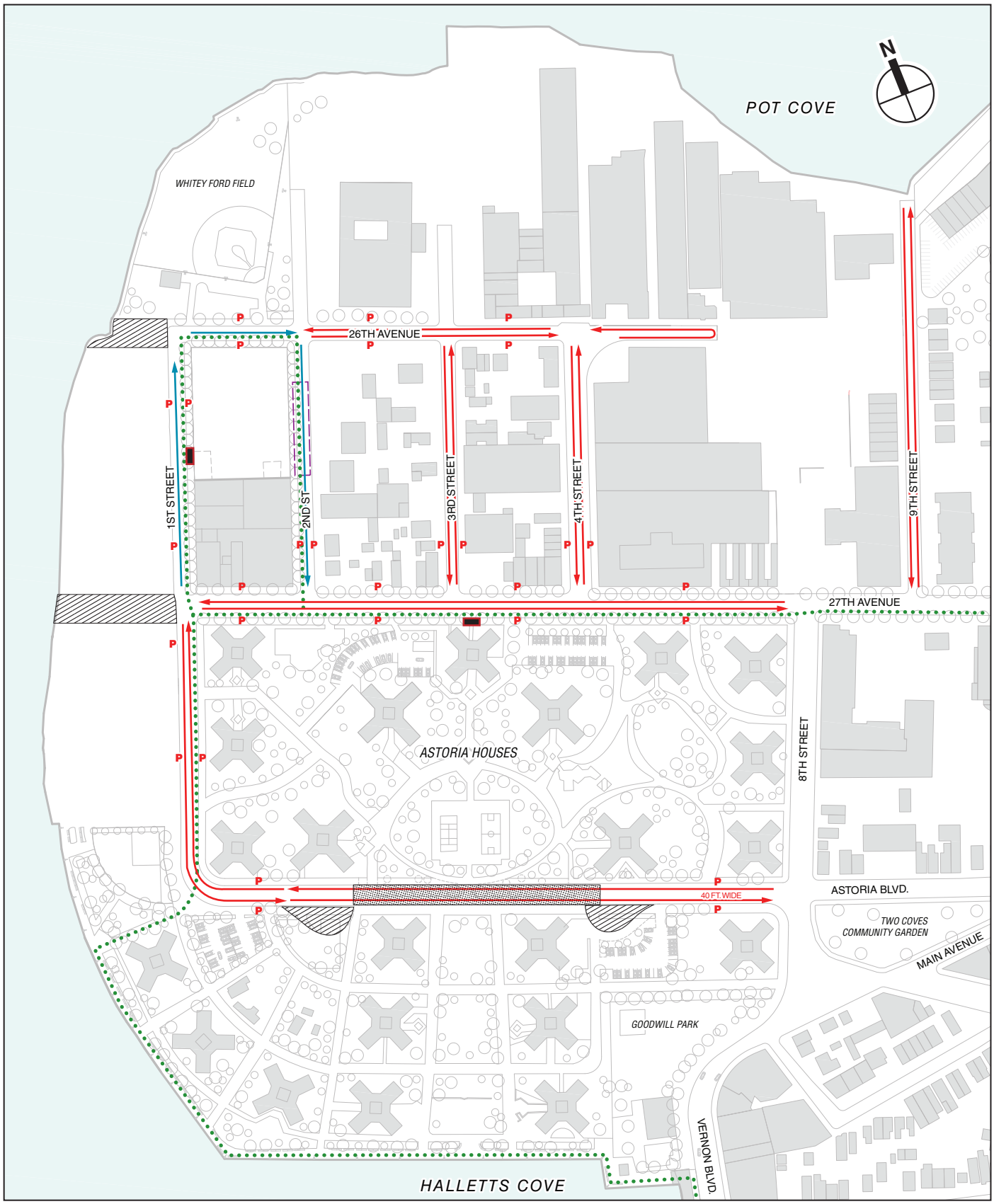

HALLETTS POINT

Proposed Street Network

Figure 1-13

~~above the central estimates of projected sea level rise. Building lobbies and the ground floor retail spaces, which are approximately 2 inches above the current 100 year flood elevation,~~ The proposed buildings would be flood-proofed and would utilize flood barriers on an as needed basis (i.e., before predicted storm events). ~~In addition, if approved, the proposed project would account for elevating the proposed buildings above any future applicable flood elevations as designated by the Federal Emergency Management Agency (FEMA).~~[1]

The Applicant is also committed to elevating critical infrastructure above the flood level or, in cases where infrastructure is required to be at lower levels by building code, to be sealed. To the extent practicable and feasible, the proposed project would to elevate emergency generators, fuel pumps, and water, electricity, and gas distribution well above flood levels and flood-protect those utility connections and fuel tanks that are required to be at lower elevations.

MODIFICATIONS TO THE NYCHA ASTORIA HOUSES CENTRAL BOILER PLANT EXHAUST

The Applicant has discussed with NYCHA the potential for modifications to the existing NYCHA Astoria Houses central boiler plant to avoid the potential for significant adverse air quality impacts on the proposed project. Specifically, as part of the development of Building 7A, the central boiler plant may be modified to duct the exhaust gas from the existing boiler exhausts to a new location at proposed Building 7A. The NYCHA Astoria Houses central boiler plant is located in the existing Astoria Houses building located between the proposed Buildings 6A/6B and 7A/7B (Astoria Houses Building 7 located at 3-04 27th Avenue). As part of the project, emissions from the NYCHA central boiler plant would be rerouted to a new boiler stack located at proposed Building 7A. ~~The Applicant is also considering, in consultation with NYCHA, other options that would address emissions from the NYCHA Astoria Houses central boiler plant in a manner no less protective of the environment. In the event such other options are identified prior to issuance of the Final EIS, they will be discussed in that document.~~

D. DISCRETIONARY APPROVALS

Implementation of the proposed project would require approval of discretionary actions by the CPC, including:

ZONING MAP CHANGES

- Rezoning of Eastern and WF Parcels from an M1-1 District to R7-3/C1-4 District;
- Establish a C1-4 District within an existing R6 District on p/o the Astoria Houses Campus—NYCHA would be the co-applicant for this rezoning action, which would facilitate the proposed project's development of Buildings 6, 7, and 8;
- Establish an R6 District on the Parks Parcel;

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[1] ~~The FEMA Advisory Base Flood Elevation (ABFE) for the portion of New York City including the project site was released for review on February 25, 2013. The ABFE for the WF Parcel would be 13 feet, an approximately 5 foot increase over the currently applicable 100 year flood elevation. Although the ABFE is subject to further review, if it is adopted as part of a future updated Flood Insurance Rate Map, the proposed project would comply these flood elevations as required by the New York City *Building Code*.~~

- Rezoning of parcel bounded by edge of Whitey Ford Field, centerline of 2nd Street, East River, and 26th Avenue from R6 to M1-1;
    - Rezoning a former portion of 26th Avenue between 1st Street and the U.S. Pierhead and Bulkhead Line from an R6 District to an R7-3/C1-4 District; and
- Rezoning a portion of 26th Avenue between 1st Street and 2nd Street from an R6 District to an R7-3 District.

ZONING TEXT AMENDMENTS

- Text amendment to ZR §63-02(a)(4), 63-25(d), and Appendices A, B, and C to make Queens Community District 1 shown on Map 1 in Appendix B, eligible for the Food Retail Expansion to Support Health (FRESH) Program;
- Text amendment to ZR §62-454 to exempt accessory parking located no more than 33' above the height of the base plane from the definition of floor area;
- Text amendment to ZR §23-952, §62-322, and Appendix F to apply the Inclusionary Housing program to the WF and Eastern Parcel;
- Text amendment to ZR §23-952 to add R7-3 base and maximum floor area ratios;
- Text amendment to modify ZR §62-132 to allow lot lines coincident with the boundary of a mapped Public Park in Queens Community District 1 to be treated as a wide street line for the purposes of applying §23-86 (minimum distance between legally required windows and walls or lot lines); and
- Text amendment to modify ZR §74-742 to permit a LSGD special permit to be applied for even if a portion of the LSGD is owned by the City or State of New York or is located within the bed of 26th Avenue, between 1st Street and the bulkhead line.
- Text amendment to modify ZR §74-743 to authorize CPC to permit floor area distribution from a zoning lot containing public housing buildings on the Halletts Point peninsula if unused floor area on a separate parcel containing light industrial buildings to be demolished can be transferred to another zoning lot within a large scale general development and such distribution contributes to better site planning of a waterfront public access area and the development of affordable housing units.

The text of the proposed zoning text amendments is provided in **Appendix A**.

LSGD BULK MODIFICATION SPECIAL PERMITS

- ZR §74-743(a) Special Permit to
    - allow floor area from the Waterfront Zoning Lot to be distributed to the Eastern Zoning Lot;
    - allow lot coverage from the Eastern Zoning Lot to be used on the Waterfront Zoning Lot;
    - waive the ZR §23-532 through-lot rear yard equivalent;
    - waive the height & setback provisions of ZR §62-341(c)(1) and (2);
    - waive the tower footprint size limitation provision of §62-341(c)(4);
    - waive the maximum width of walls facing shoreline provision of §62-341(c)(5); and
    - allow a phased construction program for Development, pursuant to ZR §11-42(c).

WATERFRONT SPECIAL PERMITS

- ZR §62-836 Special Permit to waive the Shore Public Walkway initial setback distance provisions of 62-341(a), the height & setback provisions of §62-341(c)(1) and (2), the 30 percent floor area coverage provision of §62-341(c)(3), the tower footprint size limitation provision of §62-341(c)(4), the maximum width of walls facing shoreline provision of §62-341(c)(5), and the minimum distance between buildings on the same zoning lot requirements of §23-711.

WATERFRONT AUTHORIZATIONS AND CERTIFICATIONS

- ZR §62-822(a) Authorization to modify the requirements for location, area and minimum dimensions of waterfront public access areas and visual corridors—NYCHA would be the co-applicant for this authorization;
- ZR §62-822(b) Authorization to modify requirements within a waterfront public access areas—NYCHA would be the co-applicant for this authorization;
- ZR §62-822(c) Authorization for phased development of waterfront public access areas; and
- ZR §62-811(b) Certification by the Chairperson of the CPC for compliance with the requirements for waterfront public access and visual corridors—NYCHA would be the co-applicant for this certification.

MAPPING ACTIONS

- The Elimination, Discontinuance, and Closing of Portions of Two Cul-De-Sacs in Astoria Boulevard Between 1st Street and 8th Street, the conveyance of a Street Easement from NYCHA to the City, and the Related Transfer of City-Owned Property to NYCHA;
- The Establishment of a Park Between 2nd Street and 26th Avenue and the U.S. Pierhead and Bulkhead Line;
- The Elimination of a Portion of Public Park West of 1st Street and South of 27th Avenue and the Related Transfer of City-Owned Property to NYCHA;
- The Elimination, Discontinuance, and Closing of 26th Avenue and 27th Avenue Between 1st Street and the U.S. Pierhead and Bulkhead Line and the Related Disposition of City-Owned Property to the Applicant; and
- The Adjustment of Grades and Block Dimensions Necessitated Thereby.

In addition to the actions listed above, ~~it is anticipated that~~ after the completion of the DEIS the authorization application (N090487ZAQ) filed pursuant to ZR §62-822(a) ~~may be~~ was amended to allow the waterfront yard elevation to be raised and to modify the level of the visual corridors accordingly. ZR §62-332 (Rear yards and waterfront yards) limits the level of waterfront yards to the elevation of the top of the existing bulkhead, existing stabilized natural shore or mean high water line and ZR §62-512 (Dimensions of visual corridors) requires that the lowest level of a visual corridor be determined by a plane connecting the intersection of the visual corridor with the street and the shoreline. This modification ~~would be~~ was requested to address and plan for project resilience to flooding. ~~The Federal Emergency Management Agency (~~FEMA~~) has re-evaluated existing flood elevations and~~ released Advisory Base Flood Elevations (ABFEs) in March 2013, indicating that base flood elevation of the WF Parcel on the project site would likely rise ~~several~~ approximately 5 feet above the currently applicable 100 year floodplain as set forth in the existing FEMA FIRMs to a height of 13.4 feet QBHD. Subsequently FEMA released

new preliminary work FIRMs in June 2013 that precede the future publication of new duly adopted FIRMs, which represent the BAFHD at this time. The preliminary work FIRMs released in June 2013 reduced the projected rise in flood elevation of the WF Parcel on the project site to approximately 3 feet above the currently applicable 100 year floodplain as set forth in the existing FIRM, or height of 11.4 feet QBHD. The New York City Zoning Resolution is currently proposed to be amended to allow projects to account for higher BFEs set forth in the preliminary work FIRMs for height and other zoning requirements. These BFEs would be higher than currently permitted under the current definition of base plane and base flood elevation in the Zoning Resolution, which refer to the existing 100 year floodplain as set forth in the existing FEMA FIRMs. ~~Accordingly, the base plane of~~ However, the proposed buildings and the open space were designed to take account of the ABFEs, which were in effect during the public review process and design stage and accordingly the height of the buildings shall be measured from this higher elevation. However, in the event that new BAFHD are released by FEMA prior to construction that raises the projected base flood elevation beyond that which was set forth in the ABFEs that were released in March 2013, the height of the buildings will be measured from the ~~raised to a~~ higher elevation to ~~maintain~~ ensure compliance with zoning and construction codes and resiliency to flood risks associated with climate change.~~, which are based off of base flood elevation~~. ~~Therefore~~ In this instance, the waterfront yard may need to be raised further to maintain connectivity with the higher base plane of the buildings fronting 1st Street and the further modification of the above authorization would be required.

ACTIONS NOT SUBJECT TO ULURP

In addition to the proposed actions subject to CPC approval, the proposed project would require approval from other city, state, and federal agencies, including:

- NYCHA board approval of the disposition of public housing property at the Astoria Houses Campus for construction of new housing and provision of a street easement;
- Approval by HUD under Section 18 of the U.S. Housing Act for disposition of NYCHA public housing property for construction of Buildings 6 and 7 and provision of a street easement at the Astoria Houses Campus—HPD will be acting as the Responsible Entity on behalf of NYCHA under 24 CFR Part 58 on the disposition action. A separate Section 18 disposition action for Building 8 would be pursued in the future at the time a development entity is designated by NYCHA.
- NYSOGS approval for disposition of a negative easement to allow the use of development rights associated with lands underwater;
- Permits and approvals by the NYSDEC and the USACE for any in-water and tidal wetlands construction activities;
- State Pollutant Discharge Elimination System (SPDES) permit from NYSDEC;
- Alienation of Parkland by the New York State Legislature (New York State alienation legislation 10622);
- HPD approval of an Affordable Housing Plan (AHP) pursuant to the Inclusionary Housing Program; and
- Potential financing from city and/or state agencies (HPD, the New York City Housing Development Corporation [HDC], and/or New York State Homes and Community Renewal [HCR]) for affordable housing construction.

Figures 1-14 and 1-15 show the existing and proposed zoning on the project site, and **Figure 1-16** presents a comparison map. **Figure 1-17** shows the proposed mapping actions associated with the proposed project.

OTHER ACTIONS

MAYORAL OVERRIDES

Parking

Subsequent to City Planning approval of the proposed ULURP application, if obtained, the Applicant intends to request a Mayoral Override to waive part of the parking requirement applicable to Buildings 6 and 7. For purposes of the proposed ULURP application, the proposed project meets all applicable accessory parking space minimums required by the Zoning Resolution. While existing parking lots on the Astoria Houses Campus would be the site of future development, each of the parking spaces that would be displaced by development would be replaced in consolidated lots located elsewhere on the Astoria Houses Campus. The new required parking spaces generated by new development on the Astoria Houses campus would be partially met by spaces provided within central parking lots on the Astoria Houses Campus and partially by spaces within structured parking garages located in the proposed new buildings on the WF Parcel.

The proposed Mayoral Override would allow the required parking spaces generated on the NYCHA Parcel but accommodated on the WF Parcel to be waived. It would eliminate the necessity that the buildings on the NYCHA Parcel rely on the WF Parcel buildings to remain zoning compliant. Buildings 6 and 7 may include a senior housing component, and such residents are less dependent on personal automobile use. The Mayoral Override would eliminate the need to overly burden existing NYCHA open space with parking, but still permit each parcel to independently comply with zoning.

Street Trees

Subsequent to City Planning approval of the proposed ULURP application, if obtained, the Applicant intends to request a Mayoral Override to waive part of the street tree planting requirements applicable to the proposed project. Under the street tree planting requirements of the Zoning Resolution, street trees would need to be planted along all street frontages of the affected zoning lots. The proposed Mayoral Override would permit trees to be planted only along street frontages adjacent to areas affected by the proposed project. The Mayoral Override would eliminate the burden to plant street trees along the portions of the zoning lot frontage not affected by the proposed project. As noted above, the project site includes the entire 27-acre Astoria Houses Campus which aside from the sites of Buildings 6, 7, and 8 and the expanded surface parking area would not be affected by the proposed project.

(E) DESIGNATIONS

As discussed in greater detail in Chapter 11, “Hazardous Materials,” Chapter 16, “Air Quality,” and Chapter 18, “Noise,” the proposed project includes the placement of (E) designations on the sites of Buildings 1 through 5 to avoid significant adverse impacts in these technical areas. An (E) designation is a mechanism that ensures no significant adverse impacts would result from a proposed project because of procedures that would be undertaken as part of the development of a rezoned site. As described in Chapter 11, “Hazardous Materials,” an (E) designation for

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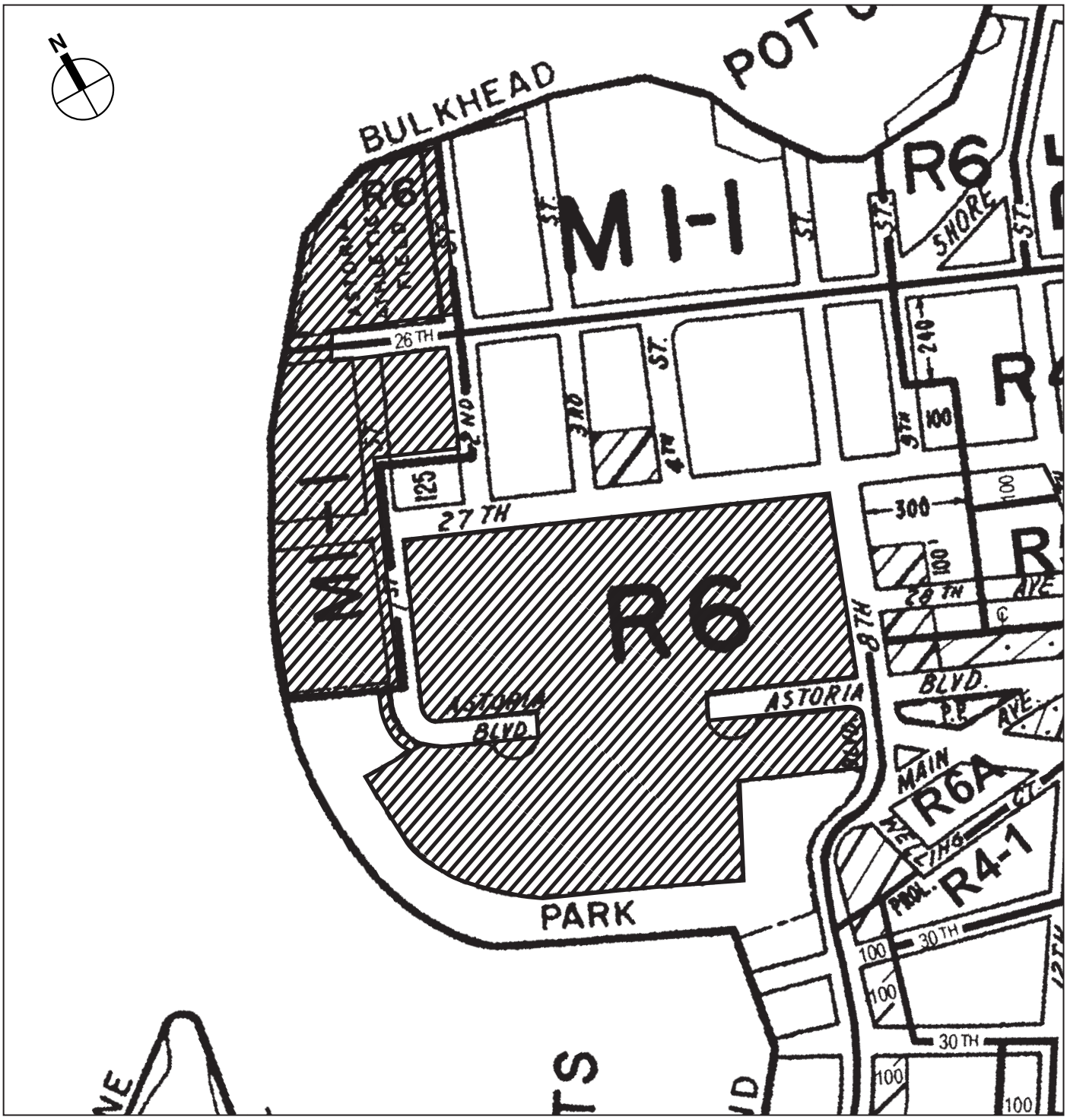


Project Site

Zoning District Boundary

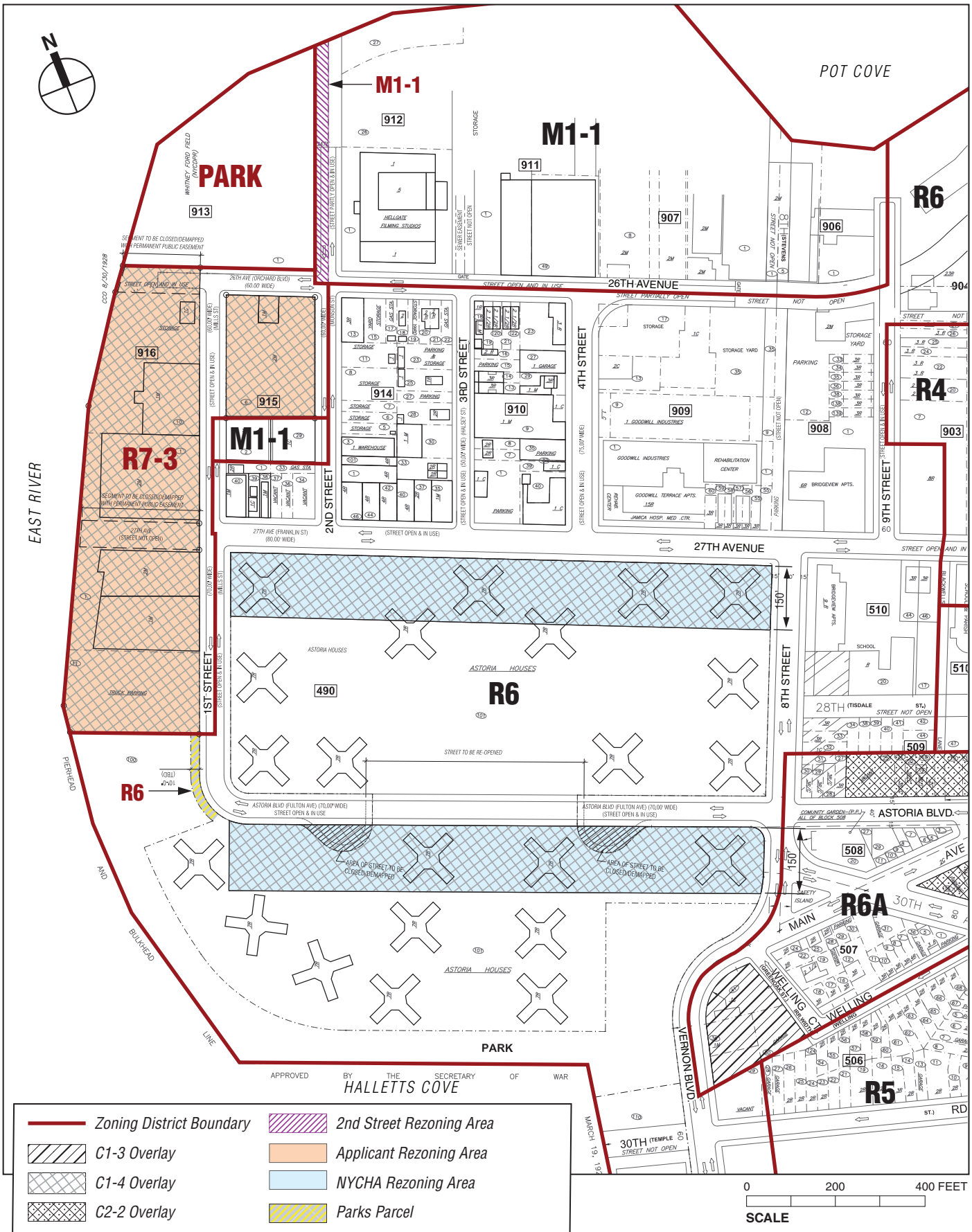
C1-3 Overlay

C2-3 Overlay

HALLETTS POINT

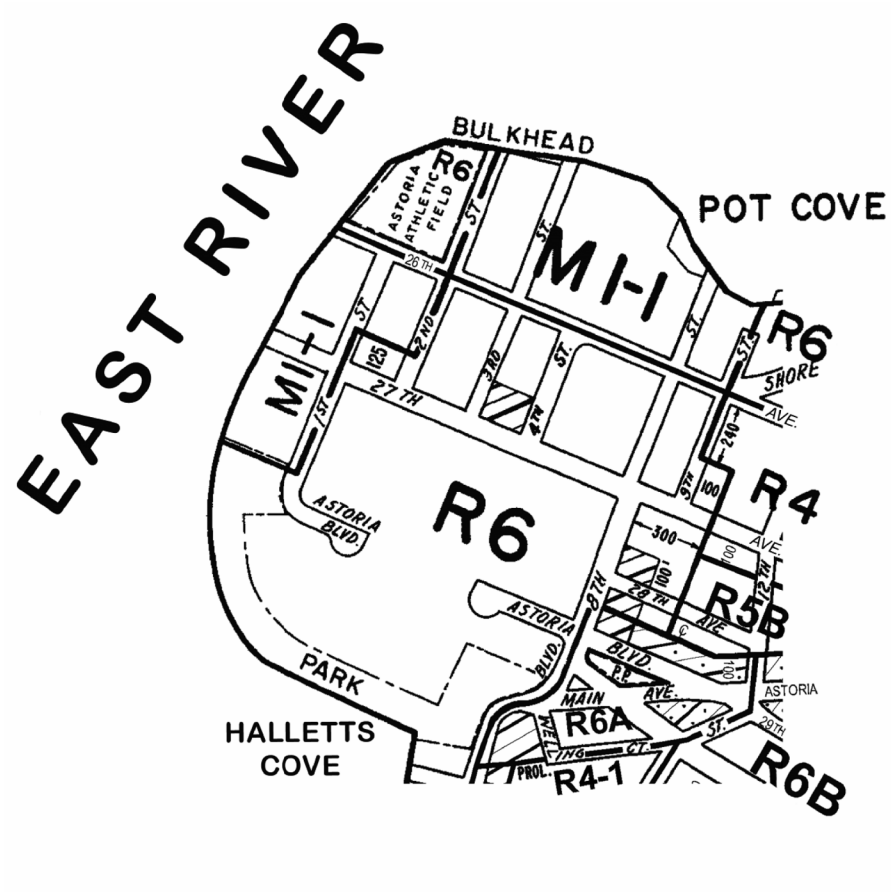
Existing Zoning
Figure 1-14

4.18.13

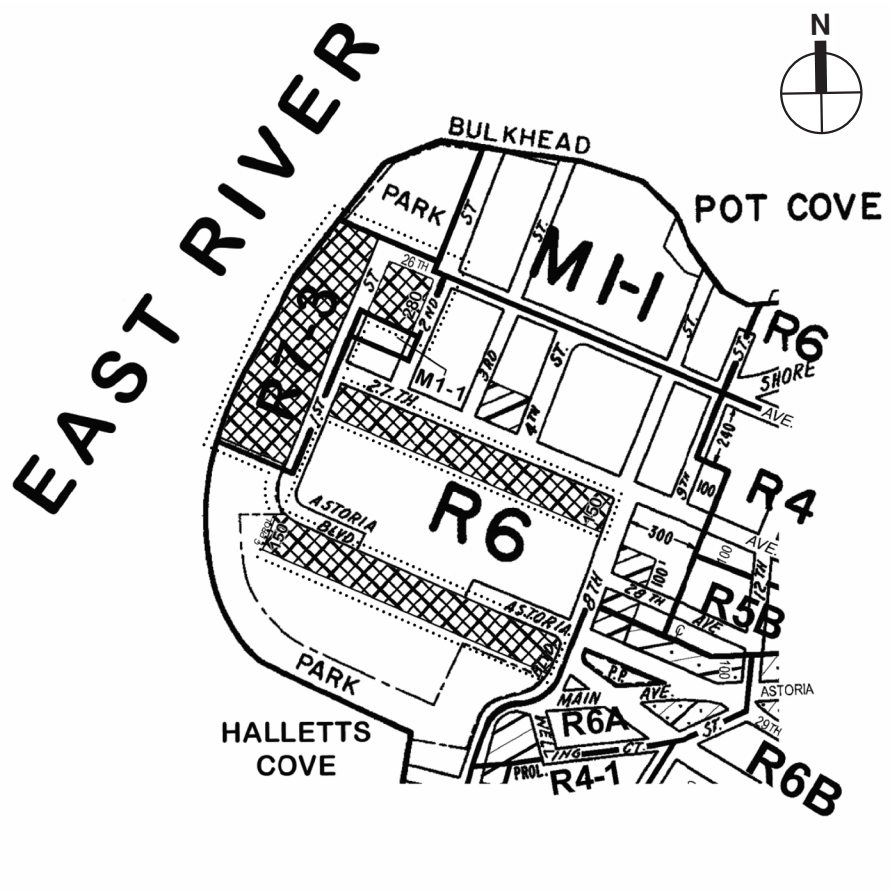


HALLETTS POINT

Proposed Zoning
Figure 1-15



EXISTING ZONING



PROPOSED ZONING

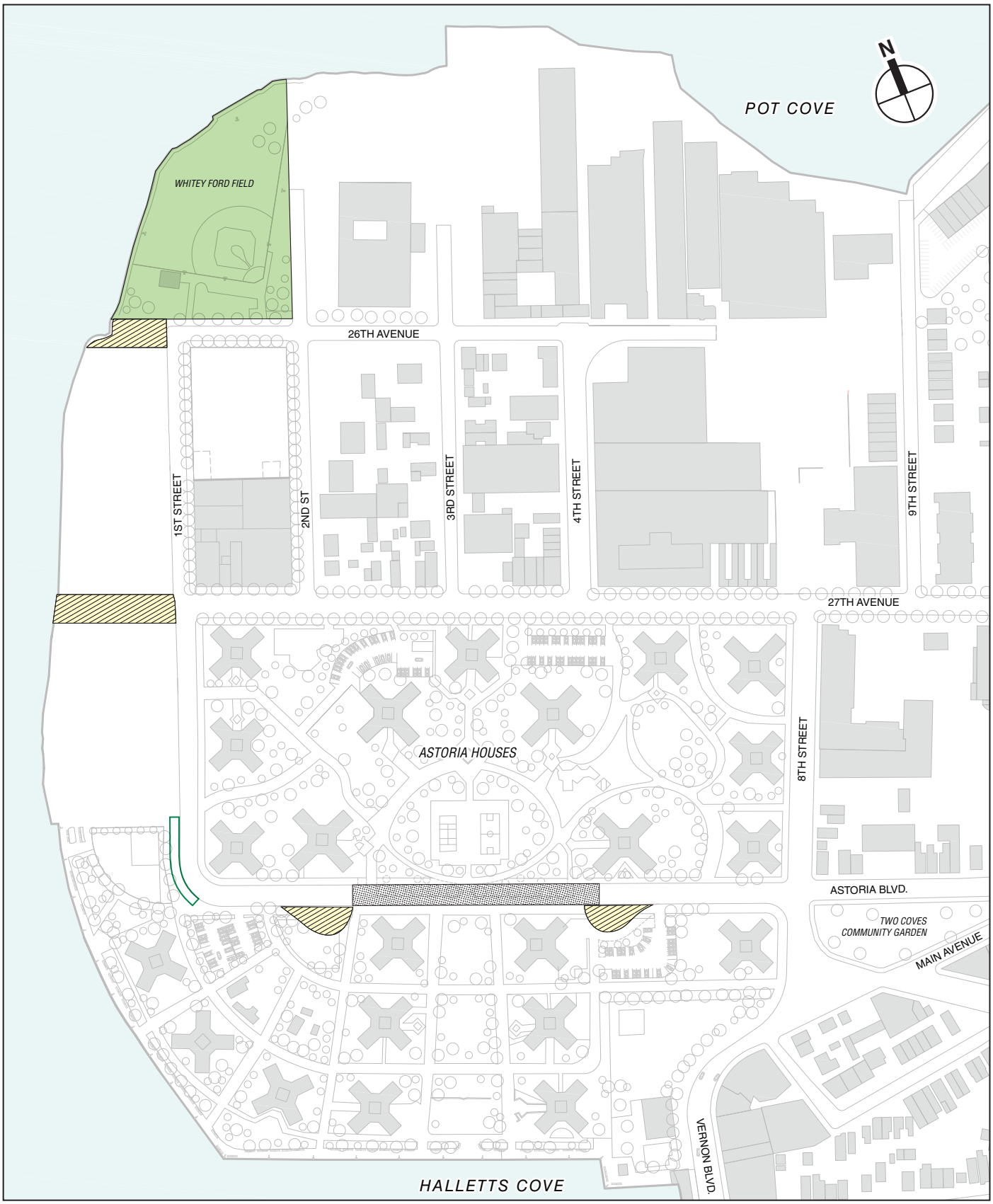
Area of Rezoning

C1-1 C1-2 C1-3 C1-4 C1-5 C2-1 C2-2 C2-3 C2-4 C2-5

NOTE: Where no dimensions for zoning district boundaries appear on the zoning maps, such dimensions are determined in Article VII, Chapter 6 (Location of District Boundaries) of the Zoning Resolution.

Existing and Proposed Zoning Comparison
Figure 1-16

4.18.13



Street Segment to be Closed and Demapped

New Connecting Street Segment

Area to be Mapped as Public Park

Area of Public Park to be Alienated

0 200 400 FEET

SCALE

HALLETTS POINT

Proposed Mapping Actions

Figure 1-17

hazardous materials would be placed on the sites of Buildings 1 through 5. As described in Chapter 16, "Air Quality," (E) designations for air quality would be placed on the sites of Buildings 1, 2, 4, and 5. These air quality (E) designations would require a variety of measures, including fuel type and stack location restrictions, stack height requirements, or use of low NO_x burners. As described in Chapter 18, "Noise," (E) designations for noise would be placed on Buildings 3, ~~and~~ 4, and 5. The noise (E) designations would require the future building façades to meet certain noise attenuation requirements to avoid significant adverse noise impacts.

Measures to avoid significant adverse hazardous materials, air quality, and noise impacts for Buildings 6, 7, and 8 would be required through an agreement between NYCHA and the Applicant/future developer or a Restrictive Declaration.

RESTRICTIVE DECLARATION

In connection with the proposed project, a Restrictive Declaration would be recorded at the time all land use-related actions required to authorize the proposed project's development are approved. The Restrictive Declaration would, among other things:

- Require development in substantial accordance with the approved plans, which establish an envelope within which the buildings must be constructed, including limitations on height, bulk, building envelopes, and floor area;
- Require that the proposed project's development program be within the scope of the development scenario analyzed in the EIS; ~~and~~
- Ensure the provision of public access areas and other public realm improvements in accordance with the development phasing schedule proposed by the Applicant;
- Provide for the implementation of "Project Components Related to the Environment" (PCREs) (i.e., certain project components which were material to the analysis of environmental impacts in the EIS, including measures outlined in the construction air emissions reduction program, requirements related to heat and hot water system exhaust stack height, and modifications to the NYCHA Astoria Houses central boiler plant exhaust)
- ~~and~~ Provide for mitigation measures identified in Chapter 22, "Mitigation" and imposed by the SEQRA Findings Statement, with respect to community facilities, open space, transportation, and construction, substantially consistent with the EIS; and
- To ensure the implementation of the PCREs and mitigation measures, an environmental monitor would be required for the proposed project to oversee and certify implementation of the mitigation measures and PCREs set forth in the FEIS, which would ensure that project commitments are implemented as required in the Restrictive Declaration.

E. PURPOSE AND NEED FOR THE PROPOSED PROJECT

The purpose of the proposed project is to implement a plan for a large-scale housing development with affordable units, along with ground-floor retail space and a publicly accessible waterfront esplanade and open space. The proposed project is intended to transform a largely underused waterfront area into a new, enlivened mixed-use development. The proposed new housing would support the city's plans to provide additional capacity for residential development, especially affordable housing. The proposed neighborhood retail is intended to provide amenities that are currently lacking in the area and which would serve the existing residential population in addition to the project-generated population. The proposed action includes a request to include the project area in the FRESH Program, which, if pursued, will

facilitate the siting of grocery stores selling a full range of food products with an emphasis on fresh fruits and vegetables, meats, and other perishable goods in this underserved area. The proposed project would also establish a publicly accessible waterfront esplanade with upland connections and a connection to ~~Hallet's Cove~~ Halletts Point Playground south of the site and Whitey Ford Field north of the site. The proposed open space is intended to provide benefits for the Astoria community, the Borough of Queens, and the city as a whole.

In addition to the Applicant's proposal for the development of Buildings 1 through 7, NYCHA is contemplating a master plan for the Astoria Houses that may include future development on other parcels within the campus. NYCHA is seeking to identify sources of revenue in order to continue its mission of maintaining and providing affordable housing, and one source of revenue is to reposition and capitalize on its existing real estate assets. Thus, the proposed disposition of the land for Buildings 6 and 7 to the Applicant and the anticipated future disposition of the land for Building 8 would provide revenue to support NYCHA's mission. The development of Building 8 would also contribute to the introduction of an economically diversified population within the Astoria Houses Campus. As discussed above, the proposed actions would facilitate the disposition of the site for Building 8 by NYCHA pursuant to a future RFP. The proposed disposition of the site for Building 8 would also facilitate the potential disposition of another site on the Astoria Houses Campus to the SCA for a public school, as discussed in Chapter 22, "Mitigation."

The new connecting street segment between existing mapped portions of Astoria Boulevard on the NYCHA Parcel is intended to improve circulation in the area and provide a better connection with the surrounding community. The development of Building 8, including the proposed ground-floor retail, is intended to enliven the new Astoria Boulevard. The proposed bus layover would facilitate the provision of better bus service to the area. ✷