**~~Draft~~ Final Scope of Work for a**
**Draft Environmental Impact Statement**

**Innovation QNS**
**CEQR No. 21DCP180Q**

## A. INTRODUCTION

This document is the Final Scope of Work for the Innovation QNS Environmental Impact Statement (DEIS). This Final Scope of Work has been prepared to describe the Proposed Actions, present the framework for the EIS analysis, and discuss the procedures to be followed in the preparation of the DEIS.

A Draft Scope of Work was prepared in accordance with the State Environmental Quality Review Act (SEQRA), City Environmental Quality Review (CEQR) procedures, and the *CEQR Technical Manual* and was distributed for public review. A public scoping meeting was held on June 14, 2021. In support of the City's efforts to contain the spread of COVID-19, DCP held the public scoping meeting remotely. Written comments were accepted through June 24, 2021, at which point the scope review process was closed. Subsequent to the close of the comment period, the lead agency reviewed and considered comments received during the public scoping process, and oversaw preparation of this Final Scope of Work. The DEIS will be prepared in accordance with this Final Scope of Work.

**Appendix A** to this Final Scope of Work identifies the comments made at the June 14, 2021 public scoping meeting and the written comments received, and provides responses. The written comments received are included in **Appendix B**. Revisions to the Draft Scope of Work have been incorporated into this Final Scope of Work, and are indicated by double-underlining new text and striking deleted text.

This ~~Draft~~ Final Scope of Work ("~~Draft~~ Final Scope") outlines the technical areas to be analyzed in the preparation of an Environmental Impact Statement (EIS) for the proposed Innovation QNS project (the Proposed Development). The Applicant (a joint venture between Kaufman Astoria Studios, BedR~~r~~ock Real Estate Partners, and Silverstein Properties[1]) is seeking a series of land use actions, including zoning map amendments, zoning text amendments, and special permits ~~requesting a rezoning and other discretionary actions~~ (the Proposed Actions) to facilitate the Applicant's intended development and programming. The area subject to the Proposed Actions is ~~from the City Planning Commission (CPC) pursuant to the City's Uniform Land Use Review Procedure (ULURP) to facilitate the Proposed Development, which would redevelop a portion of~~ the five ~~(5)~~city blocks bounded by 35th Avenue to the north, 43rd Street/Northern Boulevard to the east, 36th Avenue to the south and 37th Street to the west (the "Project Area"; see **Figure 1**) in the Astoria neighborhood of Queens in Community District 1. The Project Area (Blocks 641, 668, 669, 670, and 671) contains 43 lots, of which 21 are controlled by the Applicant while the remaining lots are controlled by others. With the Proposed Actions, the Applicant-controlled lots would be ~~declared~~ controlled by a Large Scale General Development (LSGD) Special Permit ~~with the Proposed Actions~~ and would contain the Proposed Development~~: these lots are~~ (referred to as

[1] The Applicant entities are Silverstein Astoria Member LLC and Kaufman BedRock Astoria I LLC.

12.28.21




*Project Area*

*Development Site Boundary*

*Large Scale General Development (LSGD) Area*

**INNOVATION QNS**
**ASTORIA, QUEENS**
**COMMUNITY DISTRICT 1**

Project Location
**Figure 1**

the "Development Site."). The 22 lots outside of the Development Site that are not controlled by the Applicant ~~are not included in the Proposed Development but~~ would be rezoned with approval of the Proposed Actions~~: these lots are~~ (referred to as the "Additional Affected Area") (see **Figure 2**).

The Proposed Development (~~, also known~~branded as the Innovation QNS project)~~,~~ would redevelop the Development Site with a series of mixed-use buildings and publicly accessible open spaces. The Innovation QNS project is intended to create a series of arts and cultural venues including a multi-purpose arts and culture center, a re-envisioned multiplex movie theater that would provide a state of the art cinematic experience, galleries, artists' workshops and tech and general office space. In addition to art and cultural venues, the project would include eating and drinking establishments, a grocery store and world market and other local retail, service and community facility uses to support the new residential population, the existing business and residential community and provide a strong anchor for the Steinway Street and 35th Avenue commercial corridors.

In addition to the Proposed Development with approximately 2.9 million gross square feet (gsf) of space, the Proposed Actions would facilitate the redevelopment of several projected development sites in the Additional Affected Area that are not controlled by the Applicant. These additional developments would include approximately 800,000 gsf of residential and commercial space, similar to the Proposed Development. ~~Therefore~~Overall, the Proposed Actions would facilitate the development of a total of approximately 3.7 million gsf in the Project Area.

Overall, as compared to the No Action condition (discussed below), the Proposed Actions are expected to result in a net increase of ~~Residential towers and lower rise buildings would house~~ approximately ~~2,800~~3,643 new ~~residential dwelling units (DU's)~~housing units, of which 914 would be permanently affordable ~~offering a wide range of housing options for a varied population. P~~pursuant to the Mandatory Inclusionary Housing (MIH),[2] approximately 278,133 gsf of commercial space (retail, eating and drinking establishments, grocery store, Physical Culture Establishments [PCEs], and the relocated cinema and potential automotive showroom), approximately 107,720 gsf of community facility space (e.g., day care, community center, and arts and cultural center), and approximately 933 parking spaces. The Proposed Actions are also expected to result in approximately 2.17 acres of publicly accessible open space to be constructed in the Development Site—including 1.94 acres to be provided in 7 Public Access Areas (PAAs) that are assumed for the purposes of analysis (discussed further below) and one additional PAA that is planned for active uses. ~~Option 1 program, 25% of the residential floor area would be permanently affordable units (approximately 711 DU's), a portion of which would be senior affordable housing units (subject to the availability of existing programs). The commercial space in the Proposed Development would also potentially include one or more Physical Culture Establishments (PCEs), i.e., a gym or fitness center. A series of outdoor spaces would link the blocks and would be programmed pursuant to ongoing community dialogue with art exhibits, a children's play area adjacent to a day care center, and covered outdoor seating serving the world market, performances and events. Parking would be provided in below grade parking facilities on each of the project blocks. In total, the Proposed Development would contain approximately 2.9 million square feet of space.~~On the Applicant-controlled Development Site, the Proposed Actions

[2] A minimum percentage of housing created by the Proposed Actions would be permanently affordable under MIH. The number of affordable units would be determined by a number of factors, including the MIH option ultimately selected for the Proposed Actions. The number of affordable units presented here is approximate and based on a percentage of floor area that would be affordable housing under the Reasonable Worst Case Development Scenario (RWCDS), which is assumed to be MIH Option 1 (25 percent of residential floor area).

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*Project Area*

*Development Site Boundary*

*LSGD Area*

*Additional Affected Area*

1 *Tax Block Boundary*

1 *Tax Lot Boundary*

**INNOVATION QNS**
**ASTORIA, QUEENS**
**COMMUNITY DISTRICT 1**

Project Area
**Figure 2**

could result in a net increase of 2,837 new DUs, including 711 permanently affordable DUs pursuant to MIH. On non-Applicant controlled sites in the Additional Affected Area, the Proposed Actions could result in an additional 806 new units, including 203 permanently affordable DUs pursuant to MIH.

## B. REQUIRED APPROVALS AND REVIEW PROCEDURES

To facilitate the Proposed ~~Project~~Development, the Applicant is requesting several actions from the CPC, including a rezoning of the Project Area from M1-1, M1-5, and C4-2A districts to a Special Mixed Use District (MX) consisting of M1-4/R7-3, M1-4/R7X, M1-4/R9 and M1-5/R9-1 districts (see **Figures 3 and 4**). The Proposed Actions also include a zoning text amendment to amend Appendix F of the Zoning Resolution to designate the rezoning area as an MIH area. The Applicant ~~would declare the Development Site a Large Scale General Development (LSGD) and is requesting~~is seeking a Special Permit under Section 74-743 (Large Scale General Development [LSGD]) of the Zoning Resolution (ZR) to allow floor area distribution without regard to zoning district boundaries and zoning lot lines; allow waivers of required rear yards and minimum distance between buildings; and allow waivers of height and setback regulations. Finally, the Proposed Actions include additional zoning text amendments and special permits to modify various sections of the Zoning Resolution related to the LSGD, as detailed below, under "Proposed Actions."

~~In addition to the Proposed Development with approximately 2.9 million square feet of space, the Proposed Actions would facilitate the redevelopment of several projected development sites in the Additional Affected Area that are not controlled by the Applicant. These additional developments would include approximately 800,000 square feet of residential and commercial space, similar to the Proposed Development. Therefore, the Proposed Actions would facilitate the development of a total of approximately 3.7 million square feet in the Project Area.~~

The New York City Department of City Planning (DCP), acting on behalf of CPC, will be the lead agency for environmental review. Based on the Environmental Assessment Statement (EAS) that has been prepared, the lead agency has determined that the Proposed Actions have the potential to result in significant adverse environmental impacts, requiring that an EIS be prepared. Scoping is the first step in the preparation of the EIS and provides an early opportunity for the public and other agencies to be involved in the EIS process. It is intended to determine the range of issues and considerations to be evaluated in the EIS. This ~~Draft~~ Final Scope of Work includes a description of the Proposed Development and the actions necessary for its implementation, presents the proposed framework for the EIS analysis, and discusses the procedures to be followed in the preparation of the Draft EIS (DEIS). The 2020 ~~*City Environmental Quality Review (CEQR) Technical Manual*~~ will serve as a general guide on the methodologies and impact criteria for evaluating the Proposed Actions' effects on the various areas of environmental analysis.

In December 2021, a substantive update to the 2020 *CEQR Technical Manual* was released. By its terms, the 2021 *CEQR Technical Manual* is to be used as guidance for "any environmental review commenced on or after the date" of its release. With respect to impact reviews commenced prior to such date that have not been brought to completion with the issuance of a Negative Declaration, Conditional Negative Declaration or a Final EIS, the lead agency is to consider whether it would be appropriate to supplement the impact analyses previously prepared to reflect the methodology set forth in the 2021 update based on whether the 2021 CEQR methodologies could result in potentially greater project-related impacts. The environmental review for the Proposed Actions commenced prior to the issuance of the 2021 *CEQR Technical Manual*, but had not yet been completed, and the guidance of the 2021 *CEQR Technical Manual* is not expected to

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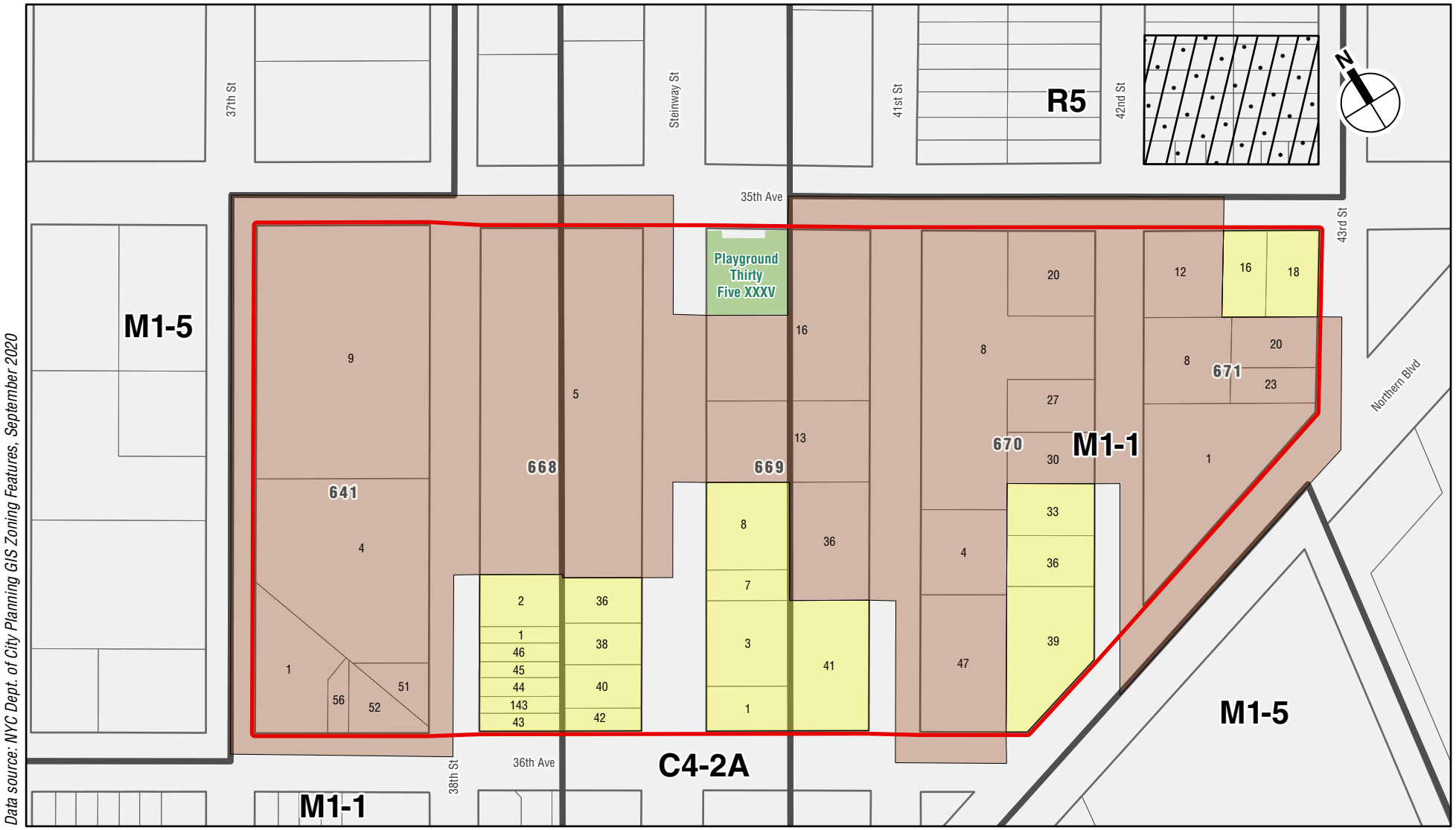


Data source: NYC Dept. of City Planning GIS Zoning Features, September 2020

Project Area
LSGD Area
Additional Affected Area
Zoning District Boundary
C2-1 Commercial Overlay District
Park Boundary
Tax Block Boundary
Tax Lot Boundary

0 200 FEET

**INNOVATION QNS**
**ASTORIA, QUEENS**
**COMMUNITY DISTRICT 1**

Existing Zoning
**Figure 3**

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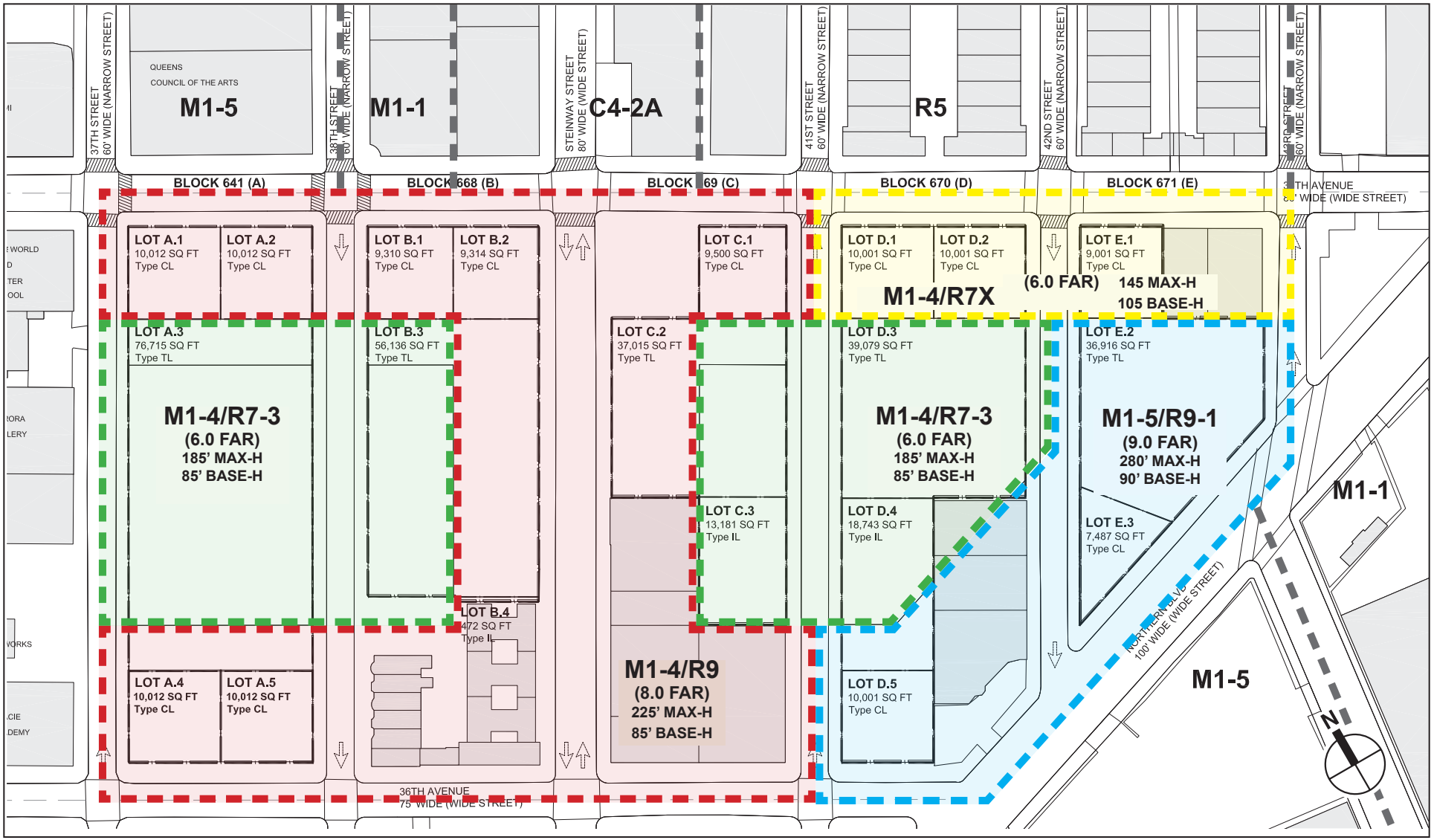



Source: ODA

**INNOVATION QNS**
**ASTORIA, QUEENS**
**COMMUNITY DISTRICT 1**

Proposed Zoning
**Figure 4**

significantly change the technical analyses such that there would be new or greater impacts. In consultation with DCP as lead agency and other expert agencies, a preliminary assessment of the methodological changes was conducted, and it was determined that no new or substantially different impacts would occur. The analysis is expected to be updated to the guidance of the 2021 *CEQR Technical Tech Manual* in the Final EIS.

# C. PROJECT DESCRIPTION

## DESCRIPTION OF THE PROJECT AREA

As shown on **Figure 1**, the proposed Project Area encompasses the five (5) city blocks bounded by 35th Avenue to the north, 43rd Street/Northern Boulevard to the east, 36th Avenue to the south and 37th Street to the west. Of the 43 lots on the Project Area blocks, 21 are controlled by the Applicant while the remaining lots are controlled by others. As described above, the Applicant-controlled lots will be ~~declared~~ controlled by a Large Scale General Development (LSGD) Special Permit with the Proposed Actions and will contain the Proposed Development: these lots are referred to as the "Development Site." The lots outside of the Development Site that are not included in the Proposed Development but will be rezoned with the Proposed Actions are referred to as the "Additional Affected Area" (see **Figure 2).**

- Block 641, the westernmost block (between 37th Street and 38th Street), is primarily occupied by the two-story Regal Cinemas with rooftop parking (Lots 4, 9, and 51). The 36th Avenue frontage of the block (Lots 1, 52, and 56) is occupied by ~~two~~ three low rise residential buildings (6 Dwelling Units [DUs] total) and two commercial buildings.
- Block 668, between 38th Street and Steinway Street is occupied primarily by P.C. Richard & Son~~s~~ Appliance Store with a large at-grade parking area fronting on 38th Street, Steinway and 35th Avenue (Lot 5). On the southern half of the block, along 38th Street, there is a parking lot (Lot 2) and several two- and three-story multi-family town houses (containing 2 to 4 DUs apiece). Along the Steinway Street frontage, the southern portion of the block contains three four-story walk-up apartment buildings (Lots 36, 38, and 40) containing 20 DUs apiece. Lot 36 also contains some ground floor commercial uses. At the southeastern end of the block, at the intersection of Steinway Street and 36th Avenue (Lot 42), there is a two-story retail building. Lot 43 has residential (4 DUs) above ground floor commercial use.
- Block 669, between Steinway Street and 41st Street, contains Playground ~~35~~Thirty Five XXXV (Lot 20), a ~~recently renovated~~ City Park ~~(Lot 20)~~ that features playground equipment including swings, picnic tables, and benches, and primarily serves children who live in the nearby residential area. The playground was recently renovated, which included installation of new playground equipment, a spray shower area, planting beds, lighting, and fencing. The remainder of the block also includes part of the former Queensboro Farms Dairy and a mix of low-rise manufacturing and automotive uses. At the northern end of the block, adjacent to Playground ~~35~~ Thirty Five XXXV (Lot 16), there is a parking lot used by an auto dealership. Immediately to south of the parking lot, there is a one-story billiard club (Lot 13) that occupies the through-block area. The southern half of the block (Lots 1, 3, 7, 8, 36 and 41) contains several one-story buildings with warehouse and auto repair facilities.
- Block 670, between 41st Street and 42nd Street contains a two-story warehouse operated by the Queensboro Farms Dairy (Lot 8), which occupies the majority of the northern portion of the block. The remainder of the block contains one-story warehouse and auto repair facilities: this includes the property adjacent to the Dairy building along 35th Avenue (Lot 20) and the

properties south of the Dairy building along 41st Street and 42nd Street (Lots 4, 27, 30, 33, 36, 39, and 47).

- Block 671, the easternmost block between 42nd Street and 43 Street, contains primarily one-story auto showroom/dealership and repair facilities. This includes Showroom Auto, Koeppel Subaru, and Harley Davidson Motorcycles, located along the 42nd Street and Northern Boulevard frontages (Lots 1, 8, and 12—Lots 8 and 12 are controlled by the Applicant). The other properties along the 35th Avenue frontage (Lots 16 and 18) and along the 43rd Street frontage (Lots 20 and 23) also contain one-story warehouse and auto repair facilities.

**Table 1** summarizes the lots in the Project Area, distinguishing between those within the Development Site and those within the Additional Affected Area.

## DESCRIPTION OF THE SURROUNDING AREA

The Project Area is located in the Astoria neighborhood of Queens in Community District 1. The surrounding area is primarily developed with manufacturing and commercial uses to the south and east with the Long Island City Industrial Business Zone (IBZ) located to the south. To the east is Northern Boulevard, a major traffic thoroughfare historically lined with large footprint commercial uses with parking lots, including car dealerships and destination retail stores. The area along Northern Boulevard also contains recently built mixed-use buildings, such as the Silver Star apartment building on 36th Street and Northern Boulevard, reflecting a trend toward higher density development extending from Long Island City to the south~~with automotive and manufacturing uses which is slowly being developed from the south northward with higher density mixed use buildings beginning in LIC~~. These portions of the study area primarily contain manufacturing zoning districts (M1-1, M1-5). To the north of the Project Area is a low- to medium-density residential area with 3- and 4- story walk-up apartment buildings; this area primarily contains residential (R5, R6A, R6B) zoning districts. To the immediate west of the Project Area is a higher density district which houses a mix of commercial and manufacturing uses (this area is located within an M1-5 district)~~, the Frank Sinatra School of the Arts and opposite 35th Avenue, the Kaufman Astoria Studios and the Museum of the Moving Image~~. In particular, ~~T~~the area west of Steinway Street ~~also~~ contains the Kaufman Arts District, which is a ~~partnership~~ collaboration of local organizations involved in the creative arts that anchor the area as a cultural destination and a center for the creative industries. The Arts District is led by~~between~~ Kaufman Astoria Studios, a film and television production studio which occupies the entire block bounded by 34th and 35th Avenues and 35th and 36th Streets, with additional buildings on the adjacent block to the east. Originally opened in 1920, the studio was a home for Paramount Pictures and was a major location for silent and sound film production before World War II, when it was taken over by the U.S. Signal Corps and became known as the Army Pictorial Center. Under the Signal Corps, the studio was used for the production of Army training films. In the early 1980s, the studio was revived back into a popular television and film production facility, and it remains one of the most prominent studios in New York City (notably, it is the only studio which features a backlot in the city). The Kaufman Arts District also features the Museum of the Moving Image, which is located on the Kaufman Astoria Studios campus and open to the public: the museum is dedicated to the history of the film and movie industry and is a major destination that attracts visitors to the area. The Kaufman Art District is also supported by ~~and~~ the Queens Council on the Arts, a local nonprofit that provides support to individual artists and arts organizations in the community. ~~which advances and promotes the area as a cultural destination and home for the creative industries.~~

~~To the north is a low-density residential area with 3- and 4- story walk-up apartment buildings.~~ Two blocks north along the west side of Northern Boulevard, a recent rezoning (44-01 Northern

Boulevard, ULURP no. C 190124 ZMQ) created a residential district with a commercial overlay (R7X/C2-4) to facilitate ~~is permitting~~ a new medium density mixed use development. Steinway Street, which extends from Northern Boulevard north bisecting the Project Area, is a major commercial corridor through the area and connects to the nearby local intersecting commercial streets, 34th Avenue and Broadway; this corridor contains a commercial zoning district (C2-4A). The Steinway Street corridor features the Steinway Astoria Partnership, a Business Improvement District (BID) made up of over 300 businesses, include many local small business and a handful of national chain retailers such as Express and Zales; the BID provides support to local businesses including marketing and promotion, holiday lighting, and sanitation services.

~~.~~ The surrounding area is well served by mass transit. In particular, there are ~~with~~ three subway stations in the immediate vicinity: two stations served by M and R trains operating on the IND Queens Boulevard line—the 36th Street station located below Northern Boulevard, and the Steinway Street station located below Steinway Street—and a third station, the 36th Avenue station (located on an elevated structure above 31st Street) which is served by N and W trains operating on the BMT Astoria line. There are also ~~and~~ bus lines along Steinway Street (Q101) ~~,~~and along Northern Boulevard and 35th Avenue (Q66).

**Table 1**
**Project Area Lots**

| Block | Lot | Address | Lot Area (sf) | Existing Use | Owner |
|---|---|---|---|---|---|
| **Development Site*** | | | | | |
| 641 | 1 | 35-43 37th Street[2] | 11,554 | Eating Establishment/Salon; Residential | Jered Realty |
| | 4 | 35-50 38th Street[1] | 38,000 | Theater (Regal Cinemas) | Kaufman BedRrock Astoria I LLC |
| | 9 | 35-01 37th Street[1] | 58,118 | | |
| | 51 | 35-30 38th Street[1] | 3,010 | | |
| | 52 | 37-11 36th Avenue[2] | 3,813 | Multi Family Residential | Sultan Bacchus |
| | 56 | 37-09 36th Avenue[2] | 1,900 | Factory | Bigfoot Realty, LLC |
| 668 | 5 | 35-30 Steinway Street[2] | 75,335 | Retail (P.C. Richards & Sons) | 35-18 Steinway Street LLC |
| 669 | 13 | 35-25 Steinway Street[3] | 17,932 | Retail | Wilbee Corp |
| | 16 | 35-19 Steinway Street[3] | 28,500 | Parking | Queensboro Farm Products Inc |
| | 36 | 35-42 41st Street[3] | 13,216 | Warehouse | Mayer Malbin Realty I, LLC |
| 670 | 4 | 35-33 41st Street[3] | 10,020 | Warehouse | Mayer Malbin Realty I, LLC |
| | 8 | 35-13 41st Street[3] | 40,000 | Warehouse | Queensboro Farm Products Inc |
| | 20 | 35-02 42nd Street[3] | 10,000 | Factory/ Warehouse | Queens Farm Products Inc |
| | 27 | 35-22 42nd Street[3] | 6,000 | Warehouse | Queensboro Farm Products Inc |
| | 30 | 35-28 42nd Street[3] | 6,000 | Warehouse | Queensboro Farm Products Inc |
| | 47 | 35-45 41st Street[3] | 15,767 | Warehouse | Mayer Malbin Realty I,LLC |
| 671 | 1 | 42-07 Northern Boulevard[3] | 24,387 | Retail | 42-11 Northern LLC |
| | 8 | 35-17 42nd Street[3] | 10,000 | Parking | Queensboro Farm Products Inc |
| | 12 | 42-08 35th Avenue[3] | 9,000 | Car Showroom | Queensboro Farm Products Inc |
| | 20 | 35-10 43rd Street[3] | 6,000 | Warehouse | Alfess Realty |
| | 23 | 35-18 43rd Street[3] | 4,000 | Warehouse | Alfess Realty |
| **Additional Affected Area** | | | | | |
| 668 | 1 | 35-47 38th Street | 1,908 | Multi Family Residential | Maryann, Terrero |
| | 2 | 35-43 38th Street | 5,779 | Parking | Standard Motor Products Inc |
| | 36 | 35-44 Steinway Street | 4,500 | Residential / Retail | 3544 Steinway Street, LLC |
| | 38 | 35-48 Steinway Street | 4,500 | Multi Family Residential | Eera Properties, LLC |
| | 40 | 35-52 Steinway Street | 4,500 | Multi Family Residential | Dimitrios Pistikos |
| | 42 | 35-54 Steinway Street | 2,250 | Retail | Steven Rigogiannis |
| | 43 | 35-57 38th Street | 1,906 | Residential / Retail | Nava, Eliseo |
| | 143 | 35-55 38th Street | 1,907 | Multi Family Residential | Kemal Dervisevic |
| | 44 | 35-53 38th Street | 1,907 | Multi Family Residential | Rahman Realty Corp. |
| | 45 | 35-51 38th Street | 1,908 | Multi Family Residential | Quijano, Genaro |
| | 46 | 35-49 38th Street | 1,908 | Multi Family Residential | Pooran Sookpaul |
| 669 | 1 | 35-53 Steinway Street | 4,750 | Warehouse | HHB 53, LLC |
| | 3 | 35-49 Steinway Street | 9,500 | Auto Repair Shop | HHB 49, LLC |
| | 7 | 35-41 Steinway Street | 3,515 | Auto Repair Shop | Sydney Taylor Properties, LLC |
| | 8 | 35-31 Steinway Street | 9,618 | Eating & Drinking Establishment / Auto Repair Shop | HHB 35, LLC |
| | *20* | *35-01 Steinway Street* | *9,500* | *Park* | *NYC Department Of Environmental Protection* |
| | 41 | 35-48 41st Street | 14,250 | Warehouse | Doris Hinsch Lezny, Member |
| 670 | 33 | 35-34 42nd Street | 6,000 | Auto Repair Shop | HHB 34, LLC |
| | 36 | 35-42 42nd Street | 5,967 | Auto Repair Shop | HHB 42, LLC |
| | 39 | 41-15 Northern Boulevard | 13,769 | Auto Repair Shop | TT & R Realty LLC |
| 671 | 16 | 42-12 35th Avenue | 5,000 | Contractor Shop | 42-12 35th Ave LLC |
| | 18 | 35-06 43rd Street | 6,000 | Auto Repair Shop | Gardella, Gracene |

**Notes:**
The Applicant entities (Kaufman Astoria Studios, BedRrock Real Estate Partners, and Silverstein Properties) are the owners and/or contract vendees of all Development Site properties.
[1] Denotes properties owned by Kaufman BedRock Astoria I LLC
[2] Denotes properties under contract to Kaufman BedRock Astoria I LLC
[3] Denotes properties under contract to Silverstein Astoria Member LLC

## DESCRIPTION OF THE PROPOSED DEVELOPMENT

The Proposed Development, also known as the Innovation QNS project, would redevelop the Development Site with a series of mixed-use buildings and publicly accessible open space. The Innovation QNS project is intended to complement the mission of the existing Kaufman Arts District with the Development Site by creating a series of arts and cultural venues including a multi-purpose arts and culture center, a re-envisioned multiplex movie theater that would provide

a state of the art cinematic experience, galleries, artists' workshops and tech and general office space. In addition to art and cultural venues, the project would include eating and drinking establishments, a grocery store and world market and other local retail, service and community facility uses to support the new residential population, the existing business and residential community and provide a strong anchor for the Steinway Street and 35th Avenue commercial corridors. Residential towers and lower rise buildings would house approximately 2,843~~00~~ new residential ~~dwelling units (~~DUs~~)~~ offering a wide range of housing options for a varied population. Pursuant to the Mandatory Inclusionary Housing (MIH) Option 1 program, 25~~%~~ percent of the residential floor area would be dedicated to permanently affordable units (approximately 711 DU~~²~~s), a portion of which would be senior affordable housing units (subject to the availability of existing programs). The commercial space in the Proposed Development would also potentially include one or more Physical Culture Establishments (PCEs), i.e., a gym or fitness center.

A series of seven ~~outdoor~~ primarily passive publicly accessible open spaces (designated as Public Access Areas [PAAs]) on the northern and mid-block portions of the Development Site, totaling 1.94 acres, would link the blocks: these spaces ~~would~~ have been~~be~~ designed and programmed as publicly accessible open space, pursuant to ~~ongoing~~ community ~~dialogue~~input. At the southern end of the Development Site on Block A along 36th Avenue, the Proposed Development would include an additional 10,000 sf publicly accessible open space that is planned for active use (including this space, the Proposed Development would include a total of 2.17 acres of publicly accessible open space). Adjacent to this publicly accessible open space on Block A tha tis planned for active uses, the Proposed Development would include 16,000 sf of private open space for residential tenants. Across the Development Site, all of ~~T~~the Proposed Development's open space would be owned and maintained by the Applicant~~,~~.

The current conceptual design shows the amenities proposed to be provided in the seven (7) open spaces on the northern and mid-block areas, as well as the additional active open space and private open space on the southern end of Block A. These amenities have been designed to include various forms of public seating (i.e., occupiable public art, raised seating decks, movable tables and chairs); multipurpose lawns; water features; landscaped areas, large planters, and shade trees; a dog park; promenades and pavilions; interactive public art; and temporary recreational features (e.g., cornhole, seesaws, adult swings). Other amenities could include an immersive playscape for children, open markets, kiosks, public ~~and is expected to include primarily passive space, but may also include active playground space (e.g., a children's play area adjacent to a day care center). Programming in the open spaces may include~~ art exhibits, sculptures, and enhanced streetscapes~~covered outdoor seating serving the world market, performances and events~~. Programming in the open spaces may include art exhibits, holiday markets, performances, farmer's markets, and events. Parking would be provided in below-grade parking facilities on each of the project blocks.

~~If a school is determined to be required during the environmental review, a parcel of appropriate size and location on the Development Site would be set aside for the construction of a new potential school use with a suitable program as part of the Proposed Actions, subject to all requisite analysis and further consultation with DCP and the New York City School Construction Authority (SCA).~~

Within the Proposed Development, the five blocks have been designed around a series of guiding principles**:**

- Varied height profiles from east to west, responding to the surrounding neighborhood context accordingly;

- Largest towers at Steinway / 35th Avenue to anchor the Steinway commercial corridor and on Northern Blvd;
- Lower-scale buildings along 35th Avenue opposite the low-density residential buildings;
- Base heights between 65' and 85' with standard zoning setbacks and building heights (except where waivers are being sought under the Proposed Actions);
- Increase sidewalk widths along the south side of 35th Avenue to 20' along all blocks but Block 671;
- ~~Publicly accessible, activated o~~Open spaces ~~should be publicly accessible~~that would be publicly accessible and activated to support the surrounding ground floor uses and enhance the pedestrian experience.

**Block 641 (Block A)—**The Proposed Development would occupy all of the block (Block 641, Lots 1, 4, 9, 51, 52, and 56) which currently houses the Regal ~~Multiplex Theater~~Cinemas. This block would form the gateway from the west to the Innovation QNS development with a new technology and general office building fronting on 35th Avenue with ground floor retail and service uses supporting the existing commercial nature of this stretch of the avenue. The remainder of the block would be developed with residential buildings and a mix of local commercial/community facility flexible space on the lower levels. These buildings would be lower-rise buildings designed around three publicly accessible open spaces ~~fronting on 38th Street~~and one residential amenity open space. ~~The southern end of the block, along 36th Avenue, would contain an accessory surface parking lot for the development.~~

The commercial building would be a 10-story (155 feet tall) story structure with a setback at the 7th floor (110 feet tall). The residential buildings would be a mix of structures ranging from 9 stories (110 feet tall) to 13 stories (140 feet tall). In total, these buildings would contain approximately 637,000 gsf of space, including approximately 462,000 gsf of residential (544 DUs, including 136 permanently affordable DUs pursuant to MIH), approximately 25,500 gsf of retail, approximately 126,000 gsf of office, and approximately 23,500 gsf of community facility space. The sidewalk along 35th Avenue would be widened to 20 feet with additional pedestrian circulation space provided along 35th Avenue at the corner of 37th Street. A loading berth would be provided on 37th Street, and entrances to the below-grade parking would be provided on 37th and 38th Streets (3 curb cuts).

Two proposed publicly accessible open spaces on Block A would be located on 38th Street between 35th and 36th Avenues. Based on a conceptual design, one of these proposed open spaces is planned as a passive community gathering space which would include public seating, planted areas, a multipurpose lawn, and a water feature; the other space is planned as a playscape for children, with additional seating including tables and chairs. A third open space on the southern end of the block, with frontage along both 37th and 38th Streets and spanning the width of the block, would contain a 16,000-sf area containing trees, lawns, landscaping, walking paths, and seating for residential tenants. A fourth open space, (the third publicly accessible open space on the block) would be 10,000 sf in area and abut the private open space, extending along the entire 36th Avenue blockfront from 37th to 38th Streets. This additional open space is planned for potential active public use. These residential amenity space and the publicly accessible space would be connected and both would be accessible from the street in order to provide complementary passive and active spaces, in keeping with the Proposed Development's goal of providing open space amenities for both the existing community and new residents.

**Block 668 (Block B)—**The Proposed Development would occupy the block to a depth approximately 400 feet measured from 35th Avenue (Block 668, Lot 5). The block would be

developed with two primarily residential buildings with ground floor retail, service and community facility uses. The 38th Street frontage would be lower-scale, similar to the buildings opposite on Block A. The streetscape on 38th Street would be broken up with a publicly accessible through-block passage and a courtyard. The 35th Avenue frontage would be developed with a lower-scale building with 11 stories (120 feet tall) at 38th Street rising to a 22-story (230 feet tall) tower along Steinway Street at 35th Avenue with a 19 story (200 feet tall) tower further south on Steinway. The ground floors would provide street level retail, service and community facility uses along with residential lobbies. In total, these buildings would contain approximately 654,000 gsf of space, including approximately 616,000 gsf of residential (725 DUs, including 181 permanently affordable DUs pursuant to MIH), approximately 30,500 gsf of retail, and approximately 7,000 gsf of community facility space. A loading berth and an entrance to the below-grade parking would be provided on 38th Street (2 curb cuts). The sidewalk along 35th Avenue would be widened to 20 feet.

The planned open spaces for Block B would include a through-block pedestrian plaza with large planted areas and shade trees, public seating, wayfinding art and other public art installations such as overhead art/lighting, artistic pavement, and a flexible lawn. The block would also include an open space in the midblock area along 38th Street planned as a community gathering space with seating, planting, and a skim fountain.

**Block 669 (Block C)—**This block is notable for Playground ~~35~~Thirty Five XXXV, a City Park located at the southeast corner formed by Steinway Street and 35th Avenue. The Proposed Development would occupy the area east and south of the Park (Block 669, Lots 13, 16, and 36). In order to complement the Park, the Proposed Development would enhance the arts district by providing a large, at-~~-~~grade publicly accessible open space surrounding the Park along 35th Avenue to a depth of 176 feet connected to the cultural and arts center; this open space would provide for outdoor cultural and arts-related events. The sidewalk along 35th Avenue would be widened to 20 feet. On the south side of the open space, the Proposed Development would include a mixed-use building with a 3-story community centered multi-purpose arts and cultural facility with retail and service uses on Steinway Street. Above the 4~~3~~-story base there would be a 27~~26~~-story (295 feet tall) residential tower fronting on the open space and Steinway Street. Further south on 41st Street would be a 15-story (160 feet tall) residential building. In total, these buildings would contain approximately 430~~3~~,000 gsf of space, including approximately 354~~6~~,000 gsf of residential (416~~9~~ DUs, including 104~~5~~ permanently affordable DUs pursuant to MIH), approximately 10,000 gsf of retail, and approximately 67,000 gsf of community facility space. A loading berth and an entrance to the below-grade parking would be provided on 41st Street (2 curb cuts).

The planned open space on Block C would augment the existing Playground Thirty Five XXXV by surrounding it with a large civic oriented public open space. Based on a conceptual design, the open space would include a dog run and a walkway area along the playground's southern border and shade trees and seating along its eastern border. This open space is also planned to include other passive amenities such as large planters, public seating, a through-block pedestrian promenade, a water feature, a pavilion, a multipurpose lawn, and interactive public art.

**Block 670 (Block D)—**The Proposed Development would occupy the majority of Block D (Block 670, Lots 4, 8, 20, 27, 30, and 47), and would include the relocated and re-envisioned multiplex cinema above local commercial and service uses, the world market with smaller retail uses bordering a large, covered, publicly accessible open space. At the corner of 35th Avenue and 42nd Street above the cinema there would be a private outdoor space accessory to the cinema. At the corner of 35th Avenue and 41st Street there would be a 16-story (200 feet tall) residential tower.

Further south and separated from the corner residential tower would be a U-shaped through-block 10-story (160 feet tall) residential building with a 9-story (150 feet tall) base. On the southern end of the block, there would be a 7-story (130 feet tall) residential building along 41st Street, with a 27-story (280 feet tall) residential tower at the corner of 41st Street and 36th Avenue. In total, these buildings would contain approximately 696,000 gsf of space, including approximately 574,000 gsf of residential (675 DUs, including 169 permanently affordable DUs pursuant to MIH), approximately 111,500 gsf of retail, and approximately 10,000 gsf of community facility space. A loading berth would be provided on 42nd Street and an entrance to the below-grade parking would be provided on 41st Street (2 curb cuts).

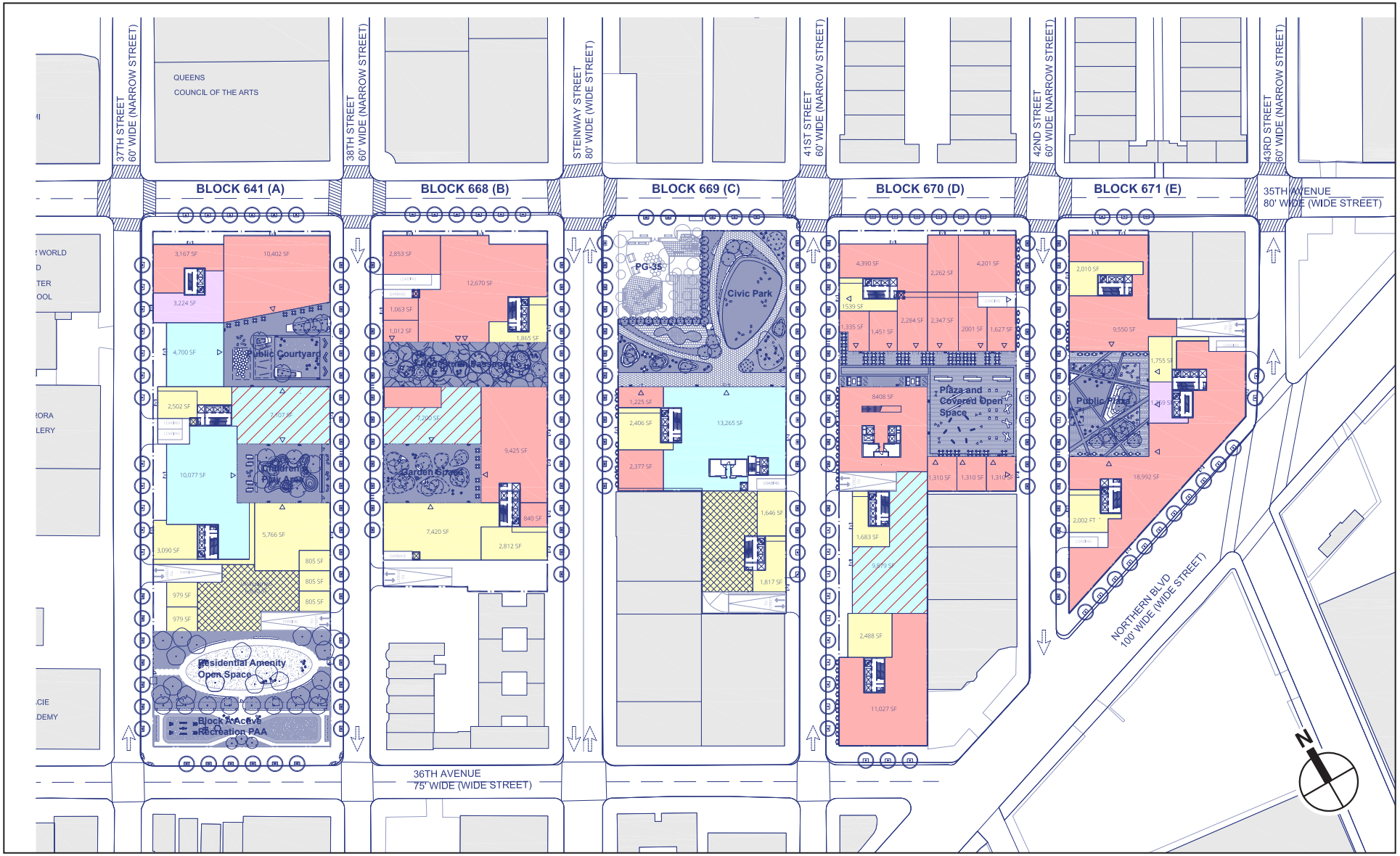
The planned open space on Block D would be a covered, publicly accessible space linking 41st and 42nd Streets, between 35th Avenue and Northern Boulevard/36th Avenue. Based on the conceptual design, the proposed open space is planned as a through-block pedestrian promenade and plaza which includes the entrance to the cinema. The open space is planned to include amenities such as public art installations, holiday and farmer's markets, interactive plaza furnishings, and communal tables. Additionally, the plaza space is planned to be flexible space to include temporary recreational features such as seesaws, communal games, and adult swings.

**Block 671 (Block E)—**The Proposed Development on this block would occupy the portion of the irregularly shaped lot formed by the angle of Northern Boulevard to the regular street grid (Block 671, Lots 1, 8, 12, 20, and 23), excepting the two lots not controlled by the Applicant at the corner of 35th Avenue and 43rd Street. The Proposed Development would include a stand-alone 9-story (100 feet tall) mixed-use building above a 5-story (80 feet tall) base on the corner of 35th Avenue and 42nd Street. Just south fronting on 42nd Street opposite the covered open space on Block D would be an at-grade publicly accessible open space. The remainder of the block fronting on Northern Boulevard and 42nd Street would include a large mixed-use building with a 5-story (80 feet tall) office and ground floor retail base. Above and setback on both frontages would be a multi-story residential building with a ~~-~~12~~-~~-story base (150 feet tall) and two towers, one with 20 stories (total height 230 feet) and one with 26 stories (total height 290 feet). In total, these buildings would contain approximately 565,000 gsf of space, including approximately 410,000 gsf of residential (483 DUs, including ~~181~~ 121 permanently affordable DUs pursuant to MIH), approximately 30,000 gsf of retail, and approximately 124,000 gsf of office space. One of the commercial spaces on Block E may include ~~the~~automotive or ~~relocated Harley Davidson Motorcycles~~ showroom uses. Loading berths would be provided on 42nd and 43rd Streets and an entrance to the below-grade parking would be provided on 43rd Street (3 curb cuts).

The publicly accessible open space on Block E is planned as a community plaza, which, based on a conceptual design, would include public seating, planters, and interactive public art installations.

In total, the Proposed Development would include 12 buildings with approximately 2.9 million gsf of space, of which approximately 2.4 million gsf would be residential space (approximately 2,843~~00~~ DUs, of which 711 would be permanently affordable DUs pursuant to MIH). A portion of the MIH units may be senior affordable housing units, subject to the availability of existing programs. Office space in the Proposed Development would total approximately 250,000 gsf, and other commercial uses (retail, eating and drinking establishments, grocery store, and the relocated cinema and potential ~~motorcycle~~ automobile showroom) would total approximately 209,000 gsf. The Proposed Development would include approximately 108,000 gsf of community facility uses (e.g., day care, community center, and performing arts center). **Figure 5** shows the Proposed Development's ground floor plan, and **Figures 6 and 7** show the Proposed Development's rooftop plan and massing.

*Note: This figure has been updated for the Final Scope of Work.*




Source: ODA

*Residential* *Cultural/Community Facility (CF)* *Office*

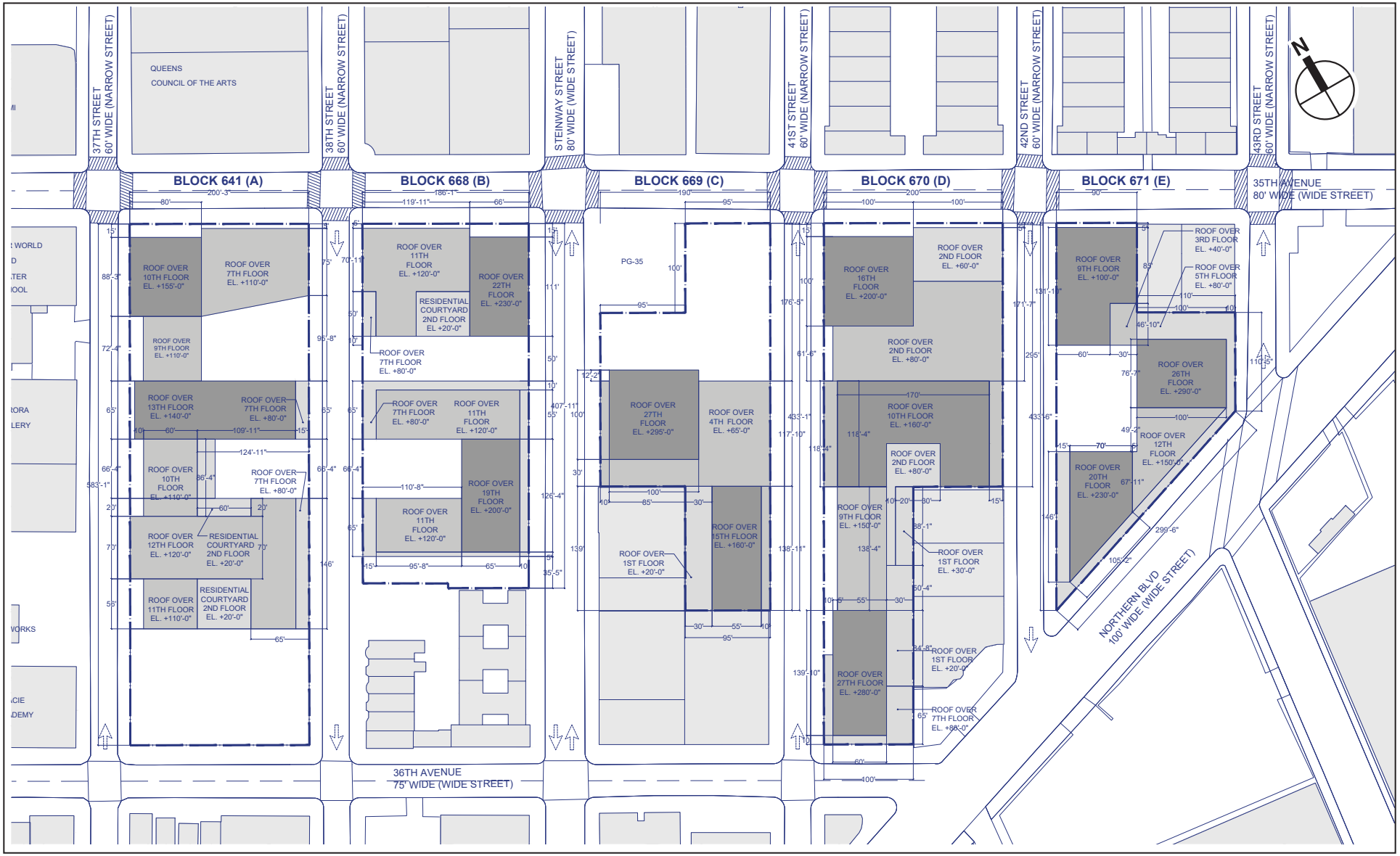
*Commercial* *CF - Retail*

**INNOVATION QNS**
**ASTORIA, QUEENS**
**COMMUNITY DISTRICT 1**

# Proposed Development Ground Floor Plan

**Figure 5**

*Note: This figure has been updated for the Final Scope of Work.*



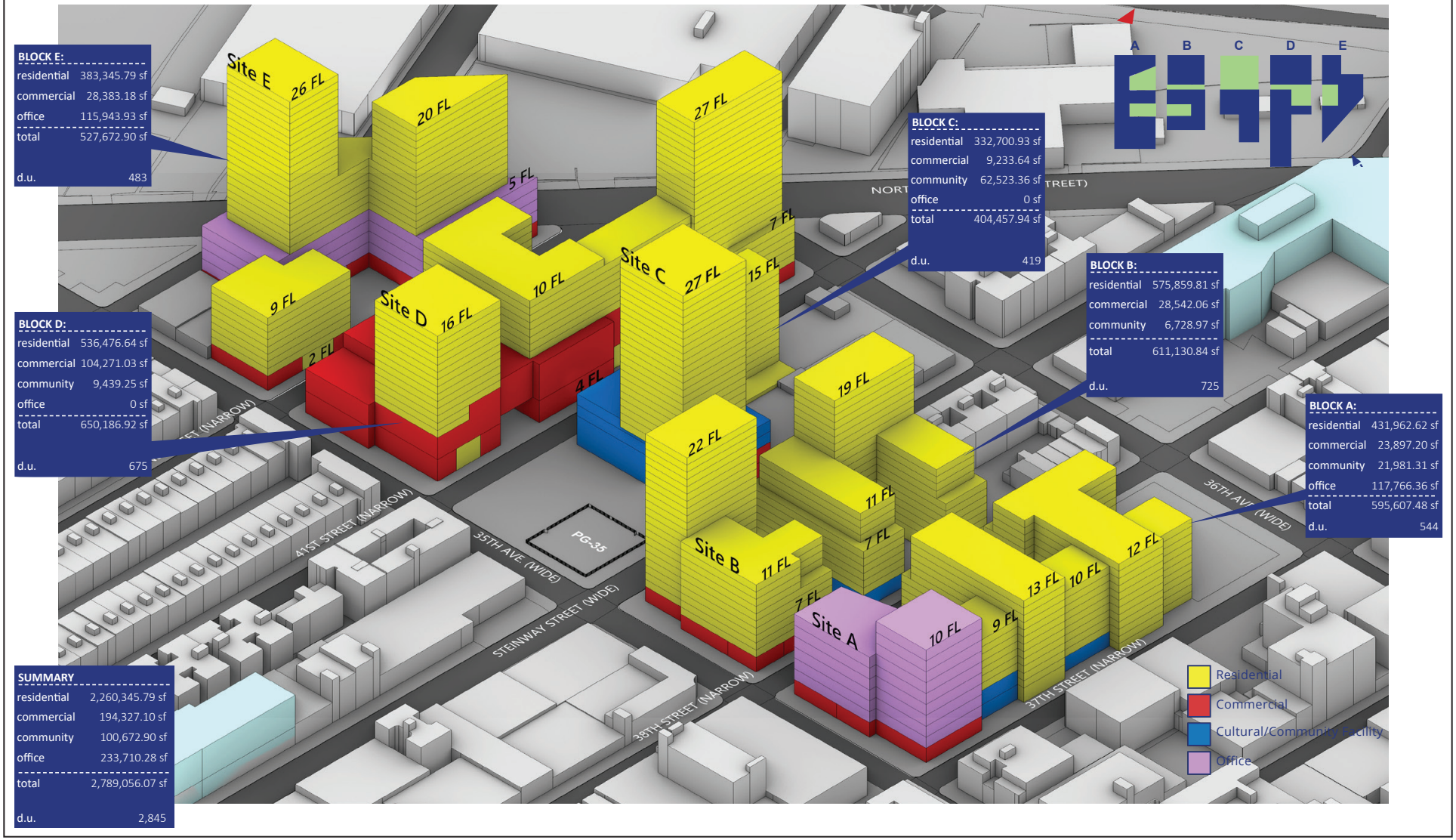

*Source: ODA*

**INNOVATION QNS**
**ASTORIA, QUEENS**
**COMMUNITY DISTRICT 1**

# Proposed Development Rooftop Plan

**Figure 6**

*This figure has been updated following the release of the Draft Scope of Work.*




*Source: ODA*

**INNOVATION QNS**
**ASTORIA, QUEENS**
**COMMUNITY DISTRICT 1**

# Proposed Development Massing

**Figure 7**

## D. EXISTING ZONING

The entire Project Area, with the exception of the block faces on Steinway Street, is located in an M1-1 district. M1 districts commonly contain light manufacturing uses and are typically used as buffers between heavy manufacturing areas and residential and commercial areas, though all manufacturing uses are allowed that meet the M1 performance standards. Commercial uses such as hotels and offices are allowed as-of-right in M1 districts. Certain community facility uses require a special permit, but houses of worship are allowed as-of-right. Residential uses are not permitted.

The block faces on Steinway Street in the Project Area are located in a C4-2A district. C4 districts are mapped in regional commercial centers and permit uses such as specialty and department stores, theaters, offices, and other commercial uses. Residential uses are also permitted: the C4-2A district's residential equivalent is R6A. The C4-2A district is a contextual district, and residential buildings are required to meet the R6A contextual regulations, which apply the Quality Housing zoning regulations that are intended to provide for buildings with high lot coverage set at or near the street line which match the traditional residential neighborhood form.

## E. PROPOSED ACTIONS

In order to facilitate the Proposed Development, the Applicant is requesting the following zoning actions:

### ZONING MAP AMENDMENTS

The Proposed Actions would change the zoning of the Project Area from M1-1 and C4-2A districts to a Special Mixed Use District (MX-24) consisting of M1-4/R7-3, M1-4/R7X, M1-4/R9 and M1-5/R9-1 districts (see **Figures 1-3 and 1-4**). The proposed MX district with paired manufacturing and residential districts would allow for the mix of residential, community facility, and commercial uses intended for the Proposed Development, and would provide for the densities and varied building profiles responding to the surrounding neighborhood context.

### ZONING TEXT AMENDMENTS

The Proposed Actions include zoning text amendments to:

- Amend Section ZR 123-00 to create a new MX-24 District.
- Amend Appendix F to establish a Mandatory Inclusionary Housing (MIH) Option 1 area over the Project Area to require a share of new housing to be permanently affordable.
- Amend Section ZR 74-745 (b) to make the reduction in loading berths permitted under the Special Permit ZR 74-745 (b) applicable to Special MX-24 District in Queens Community District 1.

### SPECIAL PERMITS

The Proposed Actions include a Special Permit pursuant to ZR 74-743, Special Provision for Bulk Modifications:

- Pursuant to ZR 74-743 (a)(1) to allow the distribution of floor area without regard zoning lot and district boundary lines.
- Pursuant to ZR 74-743 (a)(2) to modify rear yard regulations as per ZR 23-40 (Yard Regulations), ZR 43-40 (Yard Regulations), ZR 123-65 (Special Yard Regulations).

- Pursuant to ZR 74-743 (a)(2) to modify minimum distance between buildings as per ZR 23-711 (Standard Minimum Distance Between Buildings).
- Pursuant to ZR 74-743 (a)(2) to modify height and setback regulations as per ZR 23-662 (Height and Setback Requirements for Quality Housing Buildings) and ZR 123-66 (Height and Setback Regulations).

The Proposed Actions also include the following Special Permits:

- A Special Permit pursuant to ZR 74-744 (c) to modify sign regulations on Zoning Lot D to modify ZR 123-40 (Sign Regulations) and ZR 32-60 (Sign Regulations).
- A Special Permit pursuant to ZR 74-745 (a) to locate required and permitted accessory parking spaces to be located throughout the five (5) accessory group parking facilities in the LSGD without regard to zoning lot lines.
- A Special Permit pursuant to ZR 74-745 (b) to reduce loading berths as per ZR 44-50 (General Purposes) and ZR 123-70 (Parking and Loading).
- Five Special Permits, one for each of Zoning Lots A through E, pursuant to ZR 74-922, Certain Large Retail Establishments, to permit certain retail uses greater than 10,000 sf of floor area as per ZR 42-10 (Uses Permitted As-Of-Right), and ZR 123-20 (Special Use Regulations).

~~1. Zoning Text Change to Section ZR 123-00 creating a new MX District.~~

~~2 Zoning Map Amendment to Map 9b changing the Project Area from M1-1, M1-5, and C4-2A districts to a Special Mixed Use District (MX) consisting of M1-4/R7-3, M1-4/R7X, M1-4/R9 and M1-5/R9-1 districts (see **Figures 3 and 4**).~~

~~3. Zoning Text Change to make the rezoning area a Mandatory Inclusionary Housing (MIH) area.~~

~~4. Zoning Text Change to exempt the school square footage from Floor Area in the LSGD, if a school is determined to be required as part of the Proposed Actions.~~

~~5. Special Permit under ZR 74-743: to modify ZR 23-10, 43-10, 123-64 (Floor Area), 23-40, 43-40, 123-65 (Rear Yards), 23-711 (minimum distance between buildings), 123-66 (height and setback).~~

~~6. Special Permit under ZR 74-922, Certain Large Retail Establishments: to modify ZR 42-10 to permit a food store and retail uses greater than 10,000 sf of floor area.~~

~~7. Special Permit under ZR 74-744 (c) to modify sign regulations: to modify ZR 123-40, 32-60.~~

~~8. Zoning Text Change to Special Permit ZR 74-744 (a) 4 to make Physical Culture Establishments (PCE's) as of right in a Special MX District in Community District 1 (CD1) Queens.~~

~~9. Special Permit under ZR 74-531 to increase the number of spaces in an accessory group parking facility in the LSGD, Modifying ZR 123-70, 44-10, 25-10, 25-20.~~

~~10 Special Permit under ZR 74-745 to locate required spaces throughout the five (5) LSGD accessory group parking facilities.~~

~~11. Special Permit under ZR 74-745 (a) to allow the distribution of parking spaces across the LSGD.~~

~~12. Zoning Text Change to make the reduction in loading berths permitted under Special Permit ZR 74-745 (b) applicable to Special MX District in CD1 Queens.~~

~~13. Special Permit under ZR 74-745 (b) to reduce loading berths: to modify ZR 44-50, 123-70.~~

## F. PURPOSE AND NEED

~~The principal goal of the~~The ~~Proposed Actions is to~~Applicant seeks to transform the five city blocks in the Project Area into a vibrant, mixed-use community offering a wide variety of housing options, ~~creative~~ office space for the creative industries, neighborhood-serving healthcare facilities (e.g., local medical offices), retail, a state-of-the-art multiplex cinema, a full-service grocery store, and thoughtfully programmed open spaces throughout. The Proposed Actions are necessary because the existing zoning does not allow for the range of uses intended for the Proposed Development: in particular, the majority of the Project Area is zoned M1-1, which does not permit residential use and limits community facility uses. Similarly, the permitted density in the Project Area under existing zoning is low (maximum FAR of 1.0 or 3.0), and does not provide for the density that is needed to achieve the Proposed Development's goals.

~~In the Applicant's opinion, the Project Area is underutilized and underbuilt: it is primarily zoned for low-density manufacturing use and has historically been~~The Project Area is occupied by light intensity automotive uses, ~~and~~ surface parking lots, a nearly full-block cinema, and a destination retail store among other commercial uses scattered throughout. ~~with built FARs generally at 1.0 or lower.~~ The Project Area is located at the intersection of and ~~i~~is a transition point between four distinct areas. The area to the north is a~~:~~ low- to mid-density residential ~~to the north~~neighborhood, containing a mix of one- to two-family buildings and multi-family buildings. The area to the northwest is~~,~~ a commercial and arts district ~~to the northwest~~centered around Kaufman Astoria Studios. The area to the southwest primarily contains low-scale, one- to two- story light manufacturing, auto-related, and warehouse uses. ~~, mid-density manufacturing to west and east, and~~ The Long Island City (LIC) high-density mixed-use ~~district~~ neighborhood is located to the south. Steinway Street, a major commercial street, bisects the site and Northern Boulevard, a major north-~~-~~south commercial corridor running through Queens, borders the Project Area on the east. Further, the area is well served by mass transit—including three subway stations (the 36th Street and Steinway Street Stations, served by M and R trains on the IND Queens Boulevard Line, and the 36th Avenue Station, served by the N and W trains on the BMT Astoria Line) and four local bus services (Q66, Q101, Q102, and Q104)—and located adjacent to well established vehicular thoroughfares. ~~The existing low-density manufacturing and commercial uses ensure minimal direct displacement of businesses and very minimal displacement of residents and make the area ideal for redevelopment into a vibrant, mixed use community that is an extension of the abutting areas.~~

In consideration of the surrounding conditions and the nearby major corridors and mass transit resources, in the Applicant's opinion, the Project Area provides a unique opportunity for a vibrant mixed-use development. The Applicant has undertaken extensive engagement with the community and has designed the Proposed Development to provide for a revitalizing mix of uses that serve the needs of neighborhood residents. In particular, the Applicant found that the area was underserved by open space and that that arts, culture, and media constitute a significant portion of the Western Queens Economy. To serve these local needs, the Proposed Development creates a substantial amount of publicly accessible open space, and builds upon the neighborhood's existing arts, culture, and media sector by forming a creative hub with a mix of office, open space and cultural uses. Aside from bolstering this important sector of the economy centered around Kaufman Astoria Studios and building on other nearby cultural assets (including the Museum of the Moving Image and the Frank Sinatra School of the Arts), this creative hub is intended to serve

as an anchor for the synergistic expansion of the neighborhood's existing business and residential communities.

In addition, affordable housing and services for seniors were two issues routinely raised during the Applicant's outreach efforts and listed in the Community Board 1 (CB1) District Needs Statement. The Proposed Development will provide over 700 units of permanently affordable housing pursuant to the City's Mandatory Inclusionary Housing Program, some of which will be dedicated to seniors helping to address these needs within the Astoria community. The massing and scale of the Proposed Development has been designed to serve as a transition between the low- and mid-rise areas to the north and west, the heavily trafficked commercial centered Northern Boulevard corridor and the higher-density mixed LIC area to the south. The Applicant believes that proposed density with the mix of building types and mix of unit sizes, connecting open spaces and uses is an appropriate development scale to support this new 21st century community without overwhelming the surrounding areas.

As a neighborhood-focused vision, the Applicant's plan is anchored by ~~two~~ 2.17 acres of publicly accessible open space that will offer amenities to a wide variety of users, including ~~immersive playscapes for children, a~~ plazas for the community to gather, inviting courtyards surrounded by local cafes and restaurants, and landscaped pedestrian pathways for families to stroll. Other amenities would include immersive playscapes for children, open markets, kiosks, and specialty food stores; art galleries, public art installations, and sculptures; and enhanced streetscapes. The ground floor open spaces and adjacent program uses have been planned to enhance the public realm and create a uniquely engaging pedestrian experience while simultaneously breaking the monotony of the long city blocks.

The Proposed Actions would support the Applicant's goals for the Proposed Development~~'s achievement of the goals~~ outlined above as follows:

- The proposed Zoning Text Change to create a new MX District and the Zoning Map Amendment to map the MX District and M1-4/R7-3, M1-4/R7X, M1-4/R9 and an M1-5/R9-1 Districts would create medium- and higher-density non-contextual and contextual districts ~~(except for the R7X)~~ that ~~provides~~ allow a wide~~for the~~ range of residential, community facility, commercial and light ~~manufacturing~~ industrial uses~~ appropriate for a large mixed-use development~~. This wide range of uses supports the Applicant's vision and proposed programming for a mixed-use district with residential uses, arts and cultural venues, a mix of commercial uses (including eating and drinking establishments and local retail) and community facility uses to support the residential population. The bulk regulations provided by the proposed zoning are generous enough to provide for a series of building heights and typologies ~~appropriate for a modern urban setting as desired for the Proposed Development~~that would facilitate the Applicant's vision and programming.
- ~~In addition, t~~The Zoning Text ~~Change~~ Amendment to make the rezoning area ~~a Mandatory Inclusionary Housing Area a (~~MIH Area~~)~~ would ~~facilitate the development of~~ require permanently affordable housing units and support the dire need for housing at a range of incomes in Astoria and the city~~, including senior units~~;
- ~~Zoning Text Change to exempt the school square footage from Floor Area in the LSGD: If a school is determined to be required during environmental review process, the application would seek to exempt the school use square footage from floor area and transfer the square footage to the new development.~~
- Under the Special Permit pursuant to ZR 74-743, the Applicant-controlled properties would be ~~declared~~ a LSGD, coterminous with the Development Site. In support of the Applicant's

program and vision for the Proposed Development.~~:~~ the Special Permit would allow floor area distribution without regard to zoning district boundaries and zoning lot lines; allow waivers of required rear yards and minimum distance between buildings; and allow waivers of height and setback regulations~~:~~ ~~The Special Permit would provide for setback waivers primarily located along the 35th Avenue frontages of Blocks A (641), B (668), D (670), and E (671) and along 41st Street and a portion of the tower on 43rd Street. The Special Permit would also provide for height waivers at 4 locations, to single towers on each of Blocks B, C, D and E, as well as rear yard waivers on Blocks B, C, D and E. These waivers are required to facilitate the Proposed Development's desired massing.~~

- The LSGD Special Permit would allow for floor area to be shifted from Block A and Block C and distributed to Blocks B, D and E. The proposed distribution of floor area would relocate floor area from the the lower density westernmost block to appropriate locations at the intersections of the two wide streets, 35th Avenue and Steinway Street opposite Playground Thirty Five XXXV and the proposed large civic oriented publicly accessible open space and the very wide Northern Boulevard and wide 36th Avenue. This relocation places the additional floor area in locations best able to accommodate additional density, allowing the creation of the new publicly accessible open spaces.

- The LSGD Special Permit would allow for portions of the buildings on Blocks C, D and E to be located within required rear yard equivalents. For residential use in developments utilizing Quality Housing regulations in the zoning districts in which the Proposed Development will be located, a 60-foot rear yard equivalent located midway (or within 10 feet of midway) between two opposite streets of the block is required. In addition, for commercial and community facility uses, a 40-foot rear yard equivalent located midway (or within 5 feet of midway) between two opposite streets is required. Certain buildings on each block would be partially located within these rear yard equivalents; however, they would be located in areas that allow for residential uses to receive ample light and air from adjacent setbacks and public open spaces that would not negatively affect the residential units. The waiver of the rear yard equivalent would also allow for the multiplex cinema on Block D to be constructed evenly across the block, which would provide better layouts for each theater. The location of the buildings within the rear yards and rear yard equivalents provides for a better site plan for the Proposed Development and allows the creation of 1.94 acres of publicly accessible open space.

- The LSGD Special Permit would waive the required minimum distance between buildings on Blocks B and E:

    i. On Block B, the waiver would facilitate the buildings along Block B's through-block pedestrian passage. This publicly accessible open space is 50 feet in width and runs from Steinway Street to 38th Street. Under the proposed zoning, the minimum distance between building regulations require that, above a height of 20 feet (where residential required windows are located), a 60 foot minimum distance is required for a window-to-window condition. The buildings adjacent to the pedestrian passageway have a compliant wall-to-wall condition on the ground floor. However, above a height of 20 feet and before a 10-foot setback which begins at a height of 80 feet for the building on the south side of the open space, the buildings have a window-to-window condition of only 50 feet, which does not comply. The waiver to permit a 50 foot window-to-window condition for this building would allow for a stronger, cleaner building wall to be constructed on both sides of the open space.

ii. On Block E, which is an irregularly shaped zoning lot, the waiver for minimum distance would facilitate efficient layouts of the buildings in relation to the proposed open space, abutting the two outparcels on the block, and the angled Northern Boulevard.

- The LSGD Special Permit would provide for building height and setback waivers primarily located along the 35th Avenue frontages of Blocks A (641), B (668), D (670), and E (671) and along 41st Street and a portion of the tower on 43rd Street. The Special Permit would also provide for height waivers at 4 locations, to single towers on each of Blocks B, C, D, and E, as well as rear yard waivers on Blocks C, D, and E. These waivers are required to facilitate the Proposed Development's desired massing: the modifications are intended to provide varying building forms, articulate the street walls, frame public open spaces and respond to certain narrow block configurations. Similar to the distribution of floor area, the waivers would allow for larger envelopes to be located closer to wide streets, which can handle the additional height and density while, in turn, allowing for the construction of a variety of public open spaces throughout the development. These waivers would help create a unique and distinct built form that supports good urban design and a better site plan.

  i. On Block A, certain residential frontages on 37th Street would rise without setback to their total building heights—all of which will be less than the maximum permitted building height. The setback waivers would be minimal encroachments which allow for specific streetwall articulation and create a stronger street wall for portions of the building located at the street line, accommodating some of the density relocated from the public open space provided on this block.

  ii. On Block B, the waivers would provide height and setback relief for the buildings along 38th Street as it approaches 35th Avenue, on 35th Avenue and along Steinway Street. This would allow for a sheer streetwall for the building at the corner of 38th Street and the wide 35th Avenue, providing a strong building presence. In addition, the waivers would allow for the 22-story corner tower at the corner of 35th Avenue and Steinway Street to provide a signature building and serve as the gateway to the Proposed Development from the Steinway Street commercial corridor.

  iii. On Block C, the waivers would allow for the 23-story residential tower at the center of the block above a 4-story community hub base, which exceeds the maximum height in the M1-4/R7-3 district (185 feet) and M1-4/R9 district (225 feet) by rising up to 295 feet, and minor setback waivers are also proposed along 41st Street. This tower would be located above the arts and cultural facility fronting on Steinway Street and would front on the large open space on the block. The waivers would allow for efficient building floor plates above the setback and contribute to a better site plan because the tower is located at the center of the site, drawing attention to the Proposed Development, while also helping to frame the park and public civic space fronting on 35th Avenue.

  iv. On Block D, the waivers would allow for the 16-story tower at the corner of 35th Avenue and 41st Street to be set at the street line along 41st Street and rise to a total height of 200 feet, exceeding the maximum permitted base height of 105 feet and a total building height of 145 feet. This would

help the tower frame the park and civic open space opposite 41st Street, and promote a strong streetwall adjacent to the sidewalk widening on 35th Avenue. On the southern end of the block, the waivers would allow the tower located on 36th Avenue and Northern Boulevard to extend up 41st Street for an additional 50 feet with a wide street 10-foot setback and maintain building streetwall and floor plate widths for the tower.

v. On Block E, the waivers would allow for the buildings on an irregularly shaped zoning lot formed by the intersection of 43rd Street and the diagonal Northern Boulevard. The building design is for a mid-rise, 9-story, 100-foot tower without setback on both the 35th Avenue and 42nd Street frontages and for two towers above a mixed-use base along Northern Boulevard and the southern end of 42nd Street. The waivers would allow for the building on 35th Avenue to maintain a consistent height of 100 feet where it extends into the M1-5/R9-1 district (which has an 85-foot maximum base height). The waivers would also allow for the building on Northern Boulevard with two residential towers, the taller of which (26 stories) would exceed the maximum building height by a minimal 10 feet.

- The five Special Permits under ZR 74-922, Certain Large Retail Establishments, would allow the Proposed Development to include certain retail uses greater than 10,000 sf in M1 districts otherwise limited in size. The Proposed Development would contain primarily community facility and small retail establishments. However, to provide flexibility for future configurations of retail space (e.g., to allow for multiple smaller spaces potentially greater than 10,000 sf, as well as for a possible relocation of the existing P.C. Richard & Son store), the Applicants are seeking to allow UG 6 food stores greater than 10,000 square feet of floor area and UG ~~and~~ 10 retail uses in ~~all~~ retail locations throughout all five blocks of the Proposed Development.
- The Special Permit under ZR 74-744 (c) to modify sign regulations would facilitate appropriate signage for the proposed relocated cinema in the Proposed Development. Portions of Block C and Blocks D and E face a residential zoning district boundary line in the middle of 35th Avenue, making C1 district regulations applicable within 100 feet of 35th Avenue. The Special Permit would waive the applicable C1 sign regulations for the blockfront containing the relocated multiplex cinema, facing 35th Avenue between 41st and 42nd Streets. The main entrance to the theater is midblock within the proposed covered public open space. It will be important to the operation of the theater and the movie going public to have signage appropriate for the theater use which would highlight the cinematic offerings and provide direction for the visiting public. The waiver would modify the regulations only for the theater at this location. The retail uses on the ground floor would abide by the applicable C1 district regulations. The waiver would allow for additional signs for the second floor theater use on the 35th Avenue frontage and on the 41st Street frontage within 100 feet of the corner. ~~The application would apply the C6-1 regulations to the second floor theater use facing 41st Street and allow signs up to 60 feet in height above base plan. On the 35th Avenue frontage, the application would include a non-illuminated 150 sf sign at the floor level of the second floor up to 35 feet in height above base plan. A two-sided blade sign is also proposed for the 35th Avenue second floor façade.~~
- ~~The Zoning Text Change to Special Permit ZR 74-744 (a) 4 to make the LSGD special permit applicable to the Proposed Development's LSGD, allowing Physical Culture Establishments (PCE's) as of right would facilitate the inclusion of a PCE in the Proposed Development.~~

- ~~The proposed actions related to parking and loading in the LSGD would facilitate the Proposed Development's desired parking and loading as follows:~~
  - ~~The Special Permit under ZR 74-531 would provide for an increase the number of spaces in an accessory group parking facility in the LSGD. Based upon preliminary analyses, it is anticipated that the parking demand for the Proposed Development will be more than the required number of parking spaces. The Project Area is located in the Transit Zone and well serviced by mass transit. The Proposed Development would include 5 parking accessory parking facilities with a total of 1,341 spaces to meet the peak demand, above the requirement of 950 spaces.~~
- The Special Permit under ZR 74-745 (a) would allow the required and permitted accessory parking spaces to be located throughout the Proposed Development's five (5) LSGD accessory group parking facilities without regard to zoning lot lines~~, and the Special Permit under ZR 74-745 (a) would allow the distribution of parking spaces across the LSGD~~. The Proposed Development would encompass five zoning lots each on portions of 5 city blocks. Each block is a separate zoning lot~~,~~ and each development would have an underground ~~underground~~ accessory group parking facility with differing levels of capacity. The special permit seeks to relocate required spaces from the smallest parking facility (on Block E) to the largest parking facility (on Block A). In aggregate, the five garages would support the parking demand generated by the Proposed Development.
- The Zoning Text ~~Change~~ Amendment to make the reduction in loading berths permitted under Special Permit ZR 74-745 (b) applicable to a special mixed-use district in Queens CD1 ~~(or some subset thereof)~~ and the associated Special Permit under ZR 74-745 (b) would allow for a reduction of the loading berths in the Proposed Development. Specifically, ~~in order to~~the reduction in loading berths would facilitate an efficient site plan. The office, retail, and community flex space generates a required four loading berths for Block A. However, the Applicant team, based on operational experience, believes only two berths will be necessary. Similarly, the retail and flex space on Block B generates a required two berths and the Applicant team believes that, operationally, only one berth will be necessary. Finally, the theater and retail and community flex space on Block D generates a total of five required loading berths, primarily from the theater square footage. Operationally, theaters do not need loading berths and the Applicant team believes only one berth will be necessary to serve the retail and community flex space. Accordingly, the Applicant seeks to waive two berths on Block A, one on Block B and four on Block D. By reducing the number of loading berths, the proposed waivers would reduce the number of curb cuts and breaks in the streetscape in the Proposed Development, thereby allowing for a more vibrant street level experience and inviting pedestrian environment.~~, the Applicant is seeking to provide fewer loading berths than required on Blocks A, B and D. The application seeks to waive 2 required berths on Block A, 1 on Block B and 4 on Block D.~~

## G. ANALYSIS FRAMEWORK

Under CEQR, the lead agency is required to take a "hard look" at the environmental impacts of proposed actions and, to the maximum extent practicable, avoid or mitigate potentially significant adverse impacts on the environment, consistent with social, economic, and other essential considerations. An EIS is a comprehensive document used to systematically consider environmental effects, evaluate reasonable alternatives, and identify and mitigate, to the maximum extent practicable, any potentially significant adverse environmental impacts. The EIS provides a

means for the lead and involved agencies to consider environmental factors and choose among alternatives in their decision-making processes related to a proposed action.

This section outlines the conditions to be examined in the EIS.

## BUILD YEAR

In addition to the Development Site, the Proposed Actions would rezone the Additional Affected Area and are expected facilitate additional development on lots that are not controlled by the Applicant (discussed below). The build year was determined assuming that the Proposed Actions are approved by the CPC and City Council in 2022. For purposes of analysis, it is assumed that development within the Project Area, including new development in the Additional Affected Area, would occur over a 10-year period, which is typically the length of time over which developers would act on the area-wide zoning map changes such as those proposed. Therefore, the Analysis Year is 2032.

## REASONABLE WORST CASE DEVELOPMENT SCENARIO (RWCDS)

In order to assess the possible effects of the Proposed Actions, a Reasonable Worst-Case Development Scenario (RWCDS) was developed to account for existing conditions, the Future without the Proposed Actions (No Action condition) and the Future with the Proposed Actions (With Action condition). The incremental difference between the future No Action condition and future With Action condition serves as the basis for identifying potential environmental impacts, as described below.

### *IDENTIFICATION OF DEVELOPMENT SITES*

The first step in establishing the RWCDS for the Proposed Actions is to identify those sites where new development could be reasonably expected to occur. The Proposed Actions include a rezoning of the Project Area from M1-1, M1-5 and C4-2A districts to a Special Mixed Use District (MX) consisting of M1-4/R7-3, M1-4/R7X, M1-4/R9 and M1-5/R9-1 districts. As noted above, the Project Area includes properties controlled by the Applicant (the Development Site), which the Applicant proposes to redevelop with the Proposed Development, also known as the Innovation QNS project. For the purposes of the RWCDS, the parcels that are included in the Development Site (Blocks A, B, C, D, and E) are identified as Projected Development Sites A, B, C, D, and E (see **Figure 8**):

- Projected Development Site A—Block 641, Lots 1, 4, 9, 51, 52, and 56
- Projected Development Site B—Block 668, Lot 5
- Projected Development Site C—Block 669, Lots 13, 16 and 36
- Projected Development Site D—Block 670, Lots 4, 8, 20, 27, 30, and 47
- Projected Development Site E—Block 671, Lots 1, 8, 12, 20, and 23

In addition, the Project Area includes properties outside of the Development Site that are controlled by others; these properties (the Additional Affected Area) would also be rezoned with the Proposed Actions. As with the Development Site, the Additional Affected Area is currently zoned primarily for manufacturing and commercial uses (M1-1, C4-2A), with lower-density residential use only permitted in the C4-2A district. The proposed zoning would permit new uses not currently allowed in the M1-1 district, including residential use, and would permit a higher density throughout the Additional Affected Area. Therefore, the Proposed Actions have the

12.29.21




Data source: ODA

Project Area

Projected Development Site

LSGD Area

Additional Affected Area

1 Tax Block Boundary

1 Tax Lot Boundary

0 200 FEET

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ASTORIA, QUEENS
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# Projected Development Sites
**Figure 8**

potential to result in new development on the Additional Affected Area in addition to the Proposed Development.

In order to determine which properties in the Additional Affected Area are projected development sites under the proposed zoning ("soft sites"), a screening assessment was performed. In projecting the amount and location of new development, several factors have been considered in identifying likely development sites. These include known development proposals, past development trends, and the development site criteria described below. Generally, for area-wide rezonings that create a broad range of development opportunities, new development can be expected to occur only on selected sites. The first step in establishing the development scenario was to identify those sites where new development could reasonably be expected to occur.

The following soft site screening criteria are based on guidance in the ~~*City Environmental Quality Review (CEQR)*~~ *Technical Manual* and RWCDS memorandums developed for other similar neighborhood-wide rezoning projects.

Projected Development Sites include:

- Lots located in areas where a substantial increase in permitted FAR is proposed and/or where residential use would be allowed where it currently is not permitted;
- Lots with a total size of 4,000 sf or larger (may include potential assemblages totaling 4,500 sf, respectively, if assemblage seems probable)
  - Assemblages are defined as a combination of adjacent lots, which satisfy one of the following conditions: (1) the lots share common ownership and, when combined, meet the aforementioned soft site criteria; or (2) at least one of the lots, or combination of lots, meets the aforementioned soft site criteria, and ownership of the assemblage is shared by no more than three distinct owners.
- Certain smaller-sized lots (2,000 sf or greater) that are substantially underdeveloped;
  - Underdeveloped lots are defined as vacant lots or lots with buildings containing a single occupied floor, or lots constructed to less than or equal to half of the maximum allowable FAR under the proposed zoning.

Potential Development Sites include:

- Slightly irregularly shaped or encumbered sites that would make as-of-right development difficult;
- Lots with a significant number of commercial or industrial tenants;
- Active businesses, which may provide unique services or are prominent and successful neighborhood businesses or organizations unlikely to move; and/or
- Sites divided between disparate zoning districts.

Other Sites (not Projected or Potential):

- Lots where construction and/or renovations are actively occurring, or have recently been completed, as well as lots with recent alterations that would have required substantial investment.
- Multi-unit buildings (existing individual buildings with six or more residential units are unlikely to be redeveloped because of the required relocation of tenants in rent-stabilized units).
- Lots whose location, highly irregular shape, or other physical encumbrances (like easements) would preclude or greatly limit future as-of-right development. Generally, development on these types of lots does not produce marketable floor space.

Based on these screening criteria, several lots on Block 668 were determined to be unlikely to be redeveloped as a result of the Proposed Actions. Lots 36, 38, and 40 each contain multi-family apartment buildings (20 DUs apiece). Lots 42, 43, 44, 45, 46, and 143 are each small lots (roughly 2,000 sf) under different ownership and developed with small residential and commercial buildings; these conditions make the lots are unlikely to be redeveloped individually or assembled into feasible development parcels. Therefore, these lots on Block 668 are identified as Other Sites.

The remaining lots in the Additional Affected Area are generally larger lots that currently contain parking, auto repair, and warehouse uses. As these lots are currently underdeveloped and would see a substantial increase in permitted FAR, and exceed the 4,000 sf of lot area threshold, they meet the criteria for Projected Development Sites. For purposes of the RWCDS, these parcels have been assembled into feasible development sites and designated as follows (see **Figure 8**):

- Projected Development Site F—Block 668, Lots 1 and 2
- Projected Development Site G—Block 669, Lots 7 and 8
- Projected Development Site H—Block 669, Lots 1, 3, and 41
- Projected Development Site I—Block 670, Lots 33 and 36
- Projected Development Site J—Block 670, Lot 39
- Projected Development Site K—Block 671, Lots 16 and 18

*THE FUTURE WITHOUT THE PROPOSED ACTIONS (NO ACTION CONDITION)*

As outlined above, the Applicant believes that the Project Area is largely underutilized; as the majority of the Project Area is zoned M1-1, which permits a maximum FAR of 1.0 and only permits low density manufacturing, automotive, and commercial uses, it is reasonable to assume that redevelopment of the active commercial and auto-related facilities on the majority of the properties in the Project Area would not occur under existing zoning. However, portions of the Applicant-controlled properties are feasible development sites under existing zoning since they contain vacant buildings and open parking areas for vehicular storage. The Applicant controls the properties in the Development Site with the purpose of transforming the area into a mixed-use district serving the nearby neighborhood and would seek to make a return on those properties absent the Proposed Actions (the No Action condition) by redeveloping the underutilized parcels on Blocks C and D to the maximum extent feasible under the existing zoning. Specifically:

- On Projected Development Site C (Block C), the Applicant would develop a 1-story, approximately 30,000 gsf grocery store. The grocery store building would be located along the site's Steinway Street frontage adjacent to Playground 35, which is zoned C4-2A. The grocery store is a permitted use under the C4-2A regulations and would be an extension of the Steinway Street retail corridor. The remainder of Projected Development Site C along the 41st Street frontage would contain a surface parking lot with 100 spaces (approximately 29,000 sf) to provide the required accessory parking for the grocery store.
- On Projected Development Site D (Block D), the Applicant would develop local retail uses on the 35th Street frontage (approximately 20,000 gsf) with a 1-story, approximately 68,000 gsf warehouse on the remainder of the site. This site is zoned M1-1, and the retail and warehouse uses are permitted uses.

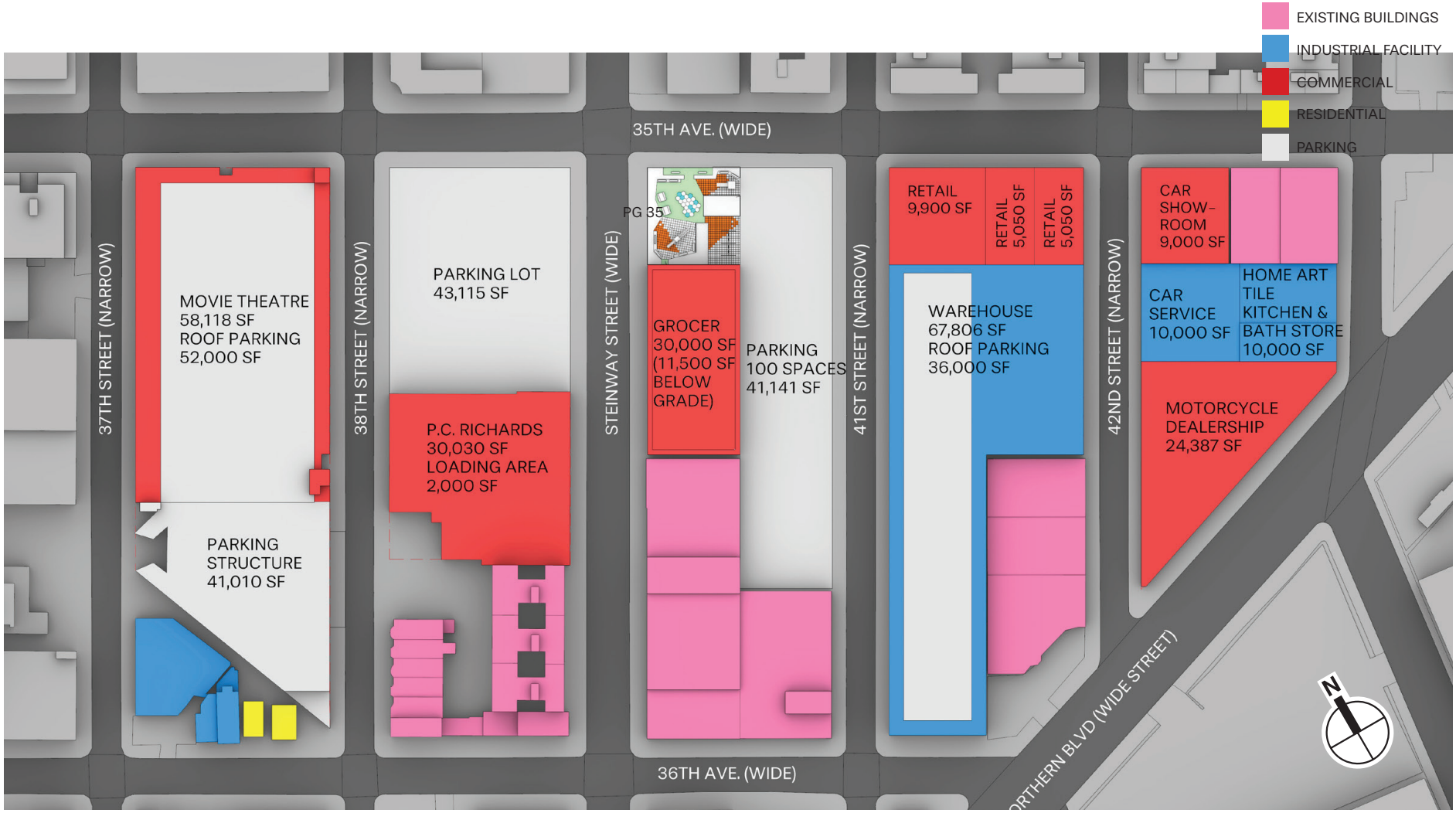
The Applicant would not seek to redevelop the more active existing uses on Projected Development Sites A, B, and E (the Regal Cinemas, the P.C. Richards & Sons retail store, and the Harley Davidson Motorcycles dealership, respectively) absent the Proposed Actions. Likewise, the remaining Projected Development Sites not controlled by the Applicant (Sites F, G, H, I, J and

K) are expected to remain in their current condition, described above under Existing Conditions of All Areas Affected by the Proposed Actions. **Figures 9 and 10** show the No Action condition in the Project Area, including the new grocery store, retail space, and warehouse in the Development Site. In the No Action condition (inclusive of the new grocery store, retail, and warehouse facility), the Projected Development Sites would contain a total of approximately 423,000 gsf of space, with approximately 265,000 gsf of commercial uses (retail, the cinema, and the grocery store), approximately 151,000 gsf of manufacturing uses (warehouses and auto related facilities), approximately 7,500 gsf of residential space (the existing small multi-family homes on Projected Development Sites A and F, with a combined total of 9 DUs). As noted above, the No Action condition would also include an approximately 29,000 sf parking lot for the grocery store on Projected Development Site C. See also **Table 2.**

*THE FUTURE WITH THE PROPOSED ACTIONS (WITH ACTION CONDITION)*

In the Development Site (Projected Development Sites A, B, C, D, and E), the With Action condition is the Proposed Development which would be developed by the Applicant: see the detailed description of the Proposed Development above. In total, the Proposed Development would include 12 buildings with approximately 2.9 million gsf of space, with approximately 2.4 million gsf of residential space (approximately 2,843~~00~~ DUs, of which 711 would be permanently affordable DUs pursuant to MIH), approximately 250,000 gsf of office space, approximately 209,000 gsf of other commercial uses (retail, eating and drinking establishments, grocery store, and the relocated cinema and potential ~~motorcycle~~ automobile showroom), approximately 108,000 gsf of community facility uses (e.g., day care, community center, and performing arts center), and approximately 2.17~~2.3~~ acres of publicly accessible open space in 8 proposed locations across the Development Site: this includes 7 PAAs on the northern and mid-block portions of the Development Site and the additional PAA planned at the southern end of Block A of the Development Site. The Proposed Development would also include two private open spaces for residents (one at the southern end of Block A and one in the mid-block area on Block B) totaling 0.47 acres, as well as expanded pedestrian circulation space near the building entrances, totaling 0.27 acres. Combined, the publicly accessible open space, private open space, and circulation spaces would total approximately 2.91 acres.

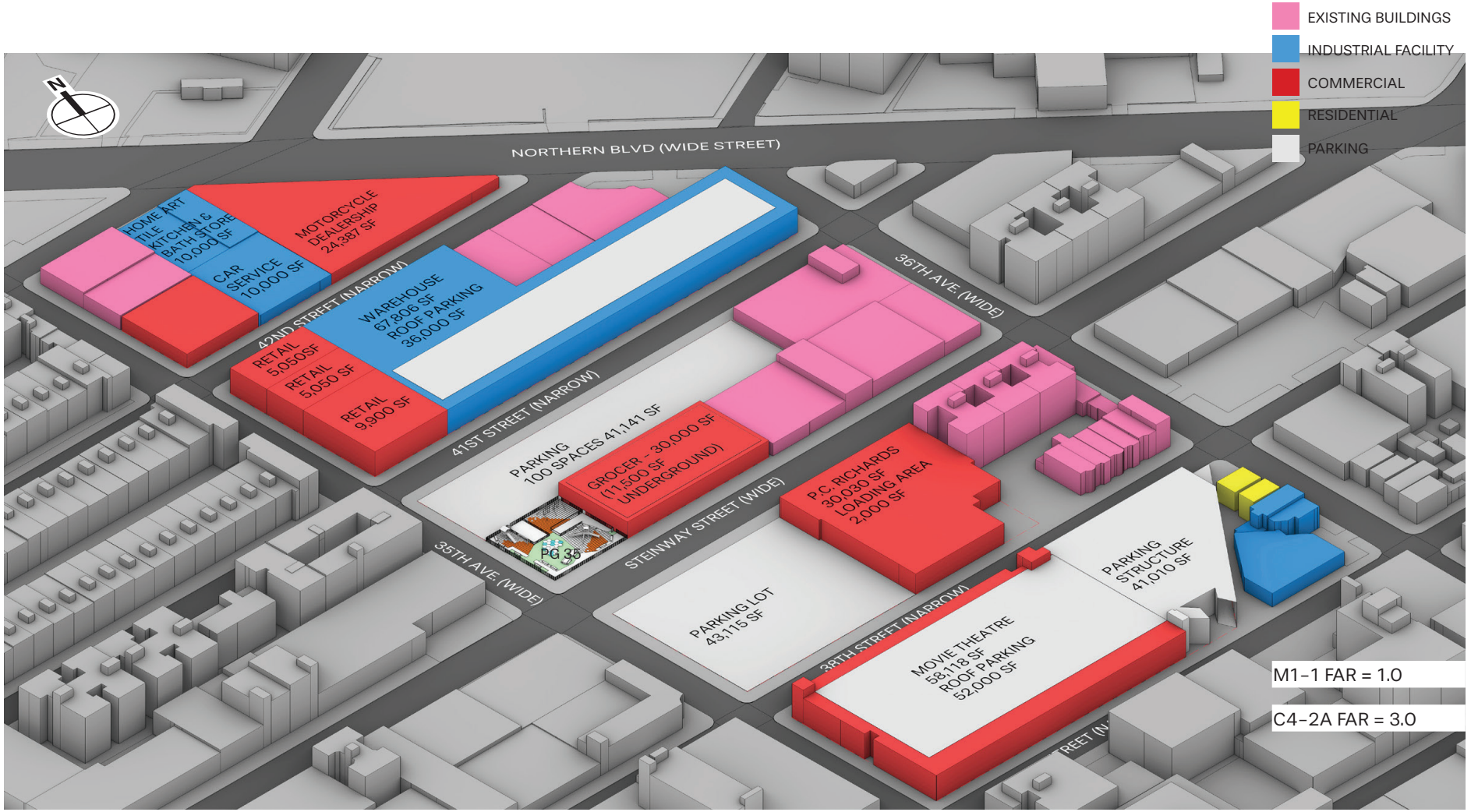
12.28.21




Source: ODA

**INNOVATION QNS**
**ASTORIA, QUEENS**
**COMMUNITY DISTRICT 1**

No Action Scenario Site Plan
**Figure 9**




*Source: ODA*

**INNOVATION QNS**
**ASTORIA, QUEENS**
**COMMUNITY DISTRICT 1**

No Action Scenario Massing
**Figure 10**

**Table 2**
**RWCDS Summary[1]**

| Use | Existing Condition | No Action Condition | With Action Condition | Increment |
|---|---|---|---|---|
| Total GSF | 407,942 | 423,079 | 3,755,013~~7,136~~ | 3,331,934~~4,057~~ |
| Residential GSF | 7,512 | 7,512 | 3,104,308~~6,431~~ | 3,096,796~~8,919~~ |
| Total Dwelling Units (DU) | 9 | 9 | 3,652~~5~~ | 3,643~~6~~ |
| Affordable DU (80% AMI) | 0 | 0 | 914~~5~~ | 914~~5~~ |
| Commercial GSF | 203,571 | 264,852 | 542,985 | 278,133 |
| Retail GSF | 104,761 | 136,042 | 159,915 | 23,873 |
| Office GSF | 0 | 0 | 250,070 | 250,070 |
| Cinema GSF | 98,810 | 98,810 | 73,000 | (25,810) |
| Supermarket GSF | 0 | 30,000 | 30,000 | 0 |
| Physical Culture Establishment (PCE) GSF | 0 | 0 | 30,000 | 30,000 |
| Community Facility GSF[2] | 0 | 0 | 107,720 | 107,720 |
| Medical Office GSF | 0 | 0 | 5,000 | 5,000 |
| Performing Arts Center GSF | 0 | 0 | 21,900 | 21,900 |
| Daycare Center GSF | 0 | 0 | 10,000 | 10,000 |
| Community Center GSF | 0 | 0 | 70,820 | 70,820 |
| Manufacturing GSF | 196,859 | 150,715 | 0 | (150,715) |
| Warehouse GSF | 0 | 67,806 | 0 | (67,806) |
| Other Man. GSF | 196,859 | 82,909 | 0 | (82,909) |
| Parking Spaces | 550 | 700 | ~~1,592~~1,633 | 933~~892~~ |
| Publicly Accessible Open Space (Acres) | 0 | 0 | ~~2.30~~1.94[2] | ~~2.30~~1.94 |

**Notes:**
[1] Totals for Projected Development Sites A through K.
~~[2] If a school is determined to be required during the course of environmental review, an appropriate size and location within the Development Site and suitable program would be determined subject to all requisite analysis and further consultation with DCP and SCA.~~
[2] Total includes publicly accessible open space in the Proposed Development excepting the approximately 10,000 sf area at the southern end of Block A that is planned for potential active public space; total including this additional area would be 2.17 acres.

As discussed above, the Proposed Actions would allow the Proposed Development to include certain retail uses greater than 10,000 sf that would otherwise be limited in size and would also allow for Physical Culture Establishments (PCE's) as of right. Although these facilities would be permitted anywhere within the Proposed Development's commercial space, and there are currently no specifically planned locations, reasonable potential locations have been identified for the purposes of the RWCDS. Specifically, the With Action condition for the Proposed Development includes a food store and three retail facilities of more than 10,000 sf: a proposed food store at the corner of Steinway Street and 35th Avenue and retail locations along Steinway Street on Projected Development Site B; along 36th Avenue on Projected Development Site D; and along Northern Boulevard on Projected Development Site E. Similarly, the With Action condition for the Proposed Development includes an approximately 10,000 sf PCE (a gym or fitness center) in the commercial building on Projected Development Site A, and an approximately 20,000 sf PCE in the commercial building on Projected Development Site E.

In addition to the Proposed Development, the With Action condition includes new developments that would be facilitated on the Projected Development Sites not controlled by the Applicant (Sites F, G, H, I, J and K). As with the Development Site, under the Proposed Actions, these additional Projected Development Sites would be rezoned to mixed-use districts which would permit higher densities and a wider variety of uses than permitted under existing zoning. In particular, the proposed zoning districts would permit higher density residential uses (maximum FARs of 6.0 to 9.0). For the purposes of the RWCDS, each of the additional Projected Development Sites are

assumed to contain mixed-use buildings with ground floor retail and residential space above the ground floor, as outlined below; the residential space is assumed to contain one DU per 850 gsf of space, and 25 percent of the residential floor area is assumed to be permanently affordable housing pursuant to MIH (the same residential development assumptions as the Proposed Development). Each building would contain parking as required by the proposed zoning, which is proposed to be located below-grade.

- On Projected Development Site F, the With Action development would be a 21-story (approximately 220 foot tall), 90,200 gsf building with 82,500 gsf of residential space (97 DUs, of which 24 DUs would be permanently affordable pursuant to MIH), 7,700 gsf of retail space, and 29 parking spaces. The site is located adjacent to the Other Sites on the block which would be rezoned but are not expected to be redeveloped (see Part 4); therefore, unused development rights are expected to be available on these sites. The With Action scenario on Projected Development Site F is assumed to utilize unused development rights that could be purchased from one or more of the Other Sites on an as-of-right basis. However, as development on the site would be restricted by height and setback limits, not all of the available development rights can be incorporated in the development. Therefore, in the With Action scenario, a portion of the development rights on Block 668 would remain unused.
- On Projected Development Site G, the With Action development would be a 13-story (approximately 140 foot tall), 115,500 gsf building with 102,400 gsf of residential space (121 DUs, of which 31 DUs would be permanently affordable pursuant to MIH), 13,100 gsf of retail space, and 36 parking spaces.
- On Projected Development Site H, the With Action development would be a 12-story (approximately 130 foot tall), 250,800 gsf building with 223,300 gsf of residential space (263 DUs, of which 66 DUs would be permanently affordable pursuant to MIH), 27,500 gsf of retail space, and 79 parking spaces.
- On Projected Development Site I, the With Action development would be a 15-story (approximately 160 foot tall), 107,300 gsf building with 95,400 gsf of residential space (112 DUs, of which 28 DUs would be permanently affordable pursuant to MIH), 11,900 gsf of retail space, and 34 parking spaces.
- On Projected Development Site J, the With Action development would be a 15-story (approximately 160 foot tall), 136,600 gsf building with 112,500 gsf of residential space (144 DUs, of which 36 DUs would be permanently affordable pursuant to MIH), 13,700 gsf of retail space, and 43 parking spaces.
- On Projected Development Site K, the With Action development would be a 7-story (approximately 80 foot tall), 72,600 gsf building with 61,600 gsf of residential space (72 DUs, of which 18 DUs would be permanently affordable pursuant to MIH), 11,000 gsf of retail space, and 22 parking spaces.

In total, in the With Action condition, the Projected Development Sites (inclusive of the Proposed Development in the Development Site and the sites in the Additional Affected Area) would contain approximately 3.7 million gsf of space, an increase of approximately 3.3 million gsf above the No Action scenario. The With Action condition would include a total of approximately 3.1 million gsf of residential space (approximately 3,652~~00~~ DUs, of which 914~~5~~ would be permanently affordable pursuant to MIH), approximately 542,985~~0,000~~ gsf of commercial space (retail, eating and drinking establishments, grocery store, PCEs, and the relocated cinema and potential ~~motorcycle~~ automotive showroom), approximately 107,720~~8,000~~ gsf of community facility space (e.g., day care, community center, and performing arts center), and approximately 1,633~~600~~ parking spaces.

As outlined above, the Proposed Development would also introduce a total of 2.17 acres of publicly accessible open spaces to be enjoyed by residents in the study area in 8 proposed locations across the Development Site: this includes 7 PAAs on the northern and mid-block portions of the Development Site and the additional PAA planned at the southern end of the Development Site. The additional PAA, located at the southernmost portion of Block A, is intended as potential mitigation for an anticipated significant adverse active open space impact and is currently being planned for active uses. In order to provide a conservative analysis, this PAA with active programming is excluded from the total acreage of the publicly accessible open space listed in the RWCDS table: the total of 1.94 acres included in the 7 other PAAs is assumed for the purposes of analysis. The Proposed Development would include two private open space areas for building residents (one at the southern end of Block A and one in the mid-block area on Block B), totaling 0.47 acres, as well as expanded pedestrian circulation space near the building entrances, totaling 0.27 acres. Combined, the publicly accessible open space, private open space, and circulation spaces would total approximately 2.91 acres.

~~The With Action condition would also include the 2.3 acres of publicly accessible open space to be constructed in the Development Site. If a school is determined to be required during the environmental review, a parcel of appropriate size and location on the Development Site would be set aside for the construction of a new school with a suitable program as part of the Proposed Actions, subject to all requisite analysis and further consultation with DCP and SCA.~~

**Figure 11** presents With Action building massing including the developments on Projected Development Sites F, G, H, I, J and K, and **Table 2** presents the With Action floor area totals and increment above the No Action condition.

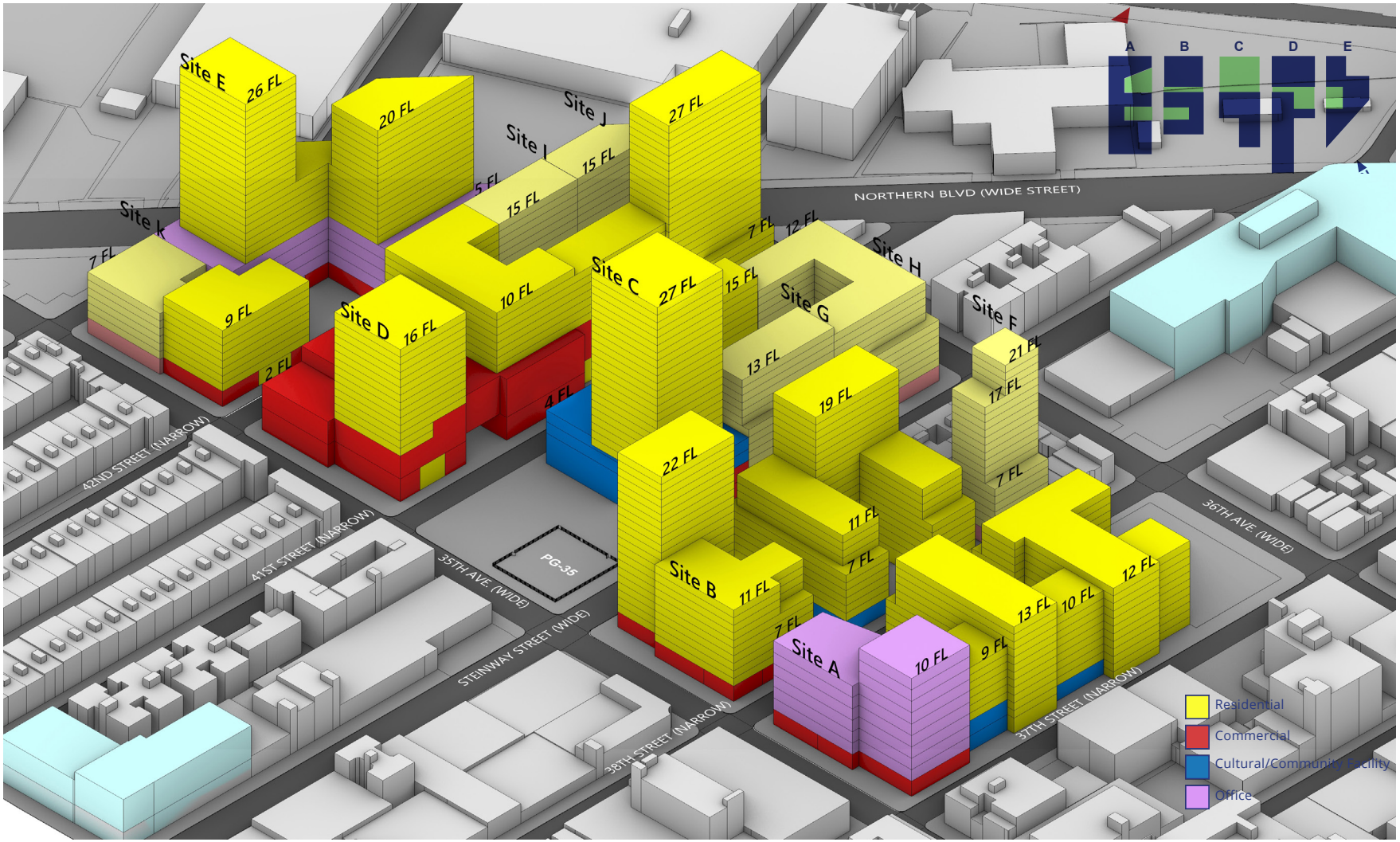
## CITY ENVIRONMENTAL QUALITY REVIEW AND SCOPING

The Proposed Actions are classified as Type 1 as defined under 6 NYCRR 617.4 and NYC Executive Order 91 or 1977, as amended, and are subject to environmental review in accordance with CEQR guidelines. An EAS was completed on May 14, 2021. The EAS analyzes the Proposed Actions' potential to generate significant adverse environmental impacts. A Positive Declaration, issued on May 14, 2021 established that the Proposed Actions may have a significant adverse impact on the environment, thus warranting the preparation of an EIS.

The CEQR scoping process is intended to focus the EIS on those issues that are most pertinent to the Proposed Actions. The process allows other agencies and the public a voice in framing the scope of the EIS. The scoping document sets forth the analyses and methodologies that will be utilized to prepare the EIS. During the period for scoping, those interested in reviewing the Draft Scope may do so and give their comments to the lead agency. The public, interested agencies, Queens Community ~~District~~ Board 1, and elected officials ~~are~~ were invited to comment on the Draft Scope, either in writing or orally, at a public scoping meeting ~~to be~~ held on June 14, 2021. In support of the City's efforts to contain the spread of COVID-19, DCP ~~will hold~~conducted the public scoping meeting remotely. Comments received during the Draft Scope's public meeting and written comments received by June 24, 2021 ~~will be~~were considered and incorporated as appropriate into ~~the~~ this Final Scope of Work (the "Final Scope"). The lead agency ~~will oversee~~ oversaw preparation of ~~the~~ this Final Scope, which ~~will~~ incorporates all relevant comments on the Draft Scope and revises the extent or methodologies of the studies, as appropriate, in response to comments made during scoping. **Appendix A** includes responses to comments made on the Draft Scope of Work. The written comments received are included in **Appendix B**. The DEIS will be prepared in accordance with the Final Scope and in conformance with all applicable laws and regulations, including SEQRA (Article 8 of the New York State Environmental Conservation

*Note: This figure has been updated for the Final Scope of Work.*

## projected development sites - aerial view 35th ave & 37th st




*Source: ODA*

**INNOVATION QNS**
**ASTORIA, QUEENS**
**COMMUNITY DISTRICT 1**

With Action Scenario Massing
**Figure 11a**

*Note: This figure has been updated for the Final Scope of Work.*

## projected development sites - aerial view 36th ave & northern blvd



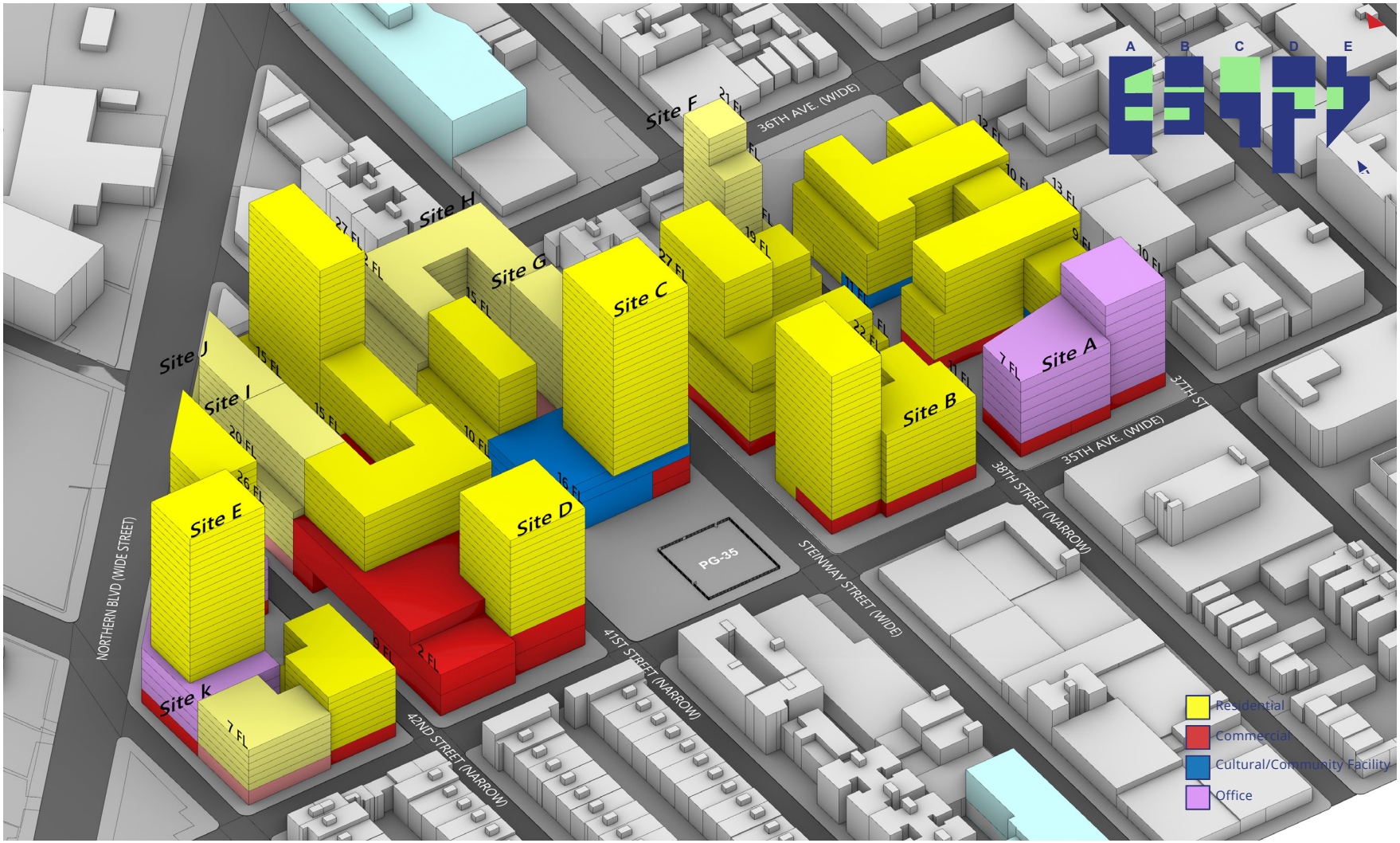

*Source: ODA*

**INNOVATION QNS**
ASTORIA, QUEENS
COMMUNITY DISTRICT 1

With Action Scenario Massing
**Figure 11b**

*Note: This figure has been updated for the Final Scope of Work.*

## projected development sites - aerial view 35th ave & northern blvd




*Source: ODA*

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With Action Scenario Massing
**Figure 11c**

Law) and its implementing regulations found at 6 NYCRR Part 617, New York City Executive Order No. 91 of 1977, as amended, and the Rules of Procedure for CEQR, found at Title 62, Chapter 5, of the Rules of the City of New York.

Once the lead agency is satisfied that the DEIS is complete, the document will be made available for public review and comment. A public hearing will be held on the DEIS in conjunction with the CPC hearing on the land use applications to afford all interested parties the opportunity to submit oral and written comments. The record will remain open for 10 days after the public hearing to allow additional written comments on the DEIS. A Final EIS (FEIS) will be prepared that will respond to all substantive comments on the DEIS, along with any revisions to the technical analyses necessary to respond to those comments. The FEIS will then be used by decision makers to evaluate CEQR findings, which will address project impacts and proposed mitigation measures in deciding whether to approve the requested discretionary actions with or without modifications.

## H. SCOPE OF WORK FOR THE EIS

The environmental review provides a means for decision-makers to systematically consider environmental effects along with other aspects of project planning and design, to evaluate reasonable alternatives, and to identify, and mitigate where practicable, any significant adverse environmental impacts. The first step in preparing the EIS document is the public scoping process. Scoping is the process of focusing the environmental impact analysis on the key issues that are to be studied in the EIS. The proposed scope of work for each technical area to be analyzed in the EIS is outlined below.

Based on the EAS, the Proposed Actions do not meet the criteria warranting analysis of natural resources, and no significant adverse impacts to this technical area would occur with the Proposed Actions. The EIS will include detailed analysis in the technical areas where the Proposed Actions would potentially result in significant adverse impacts, based on the findings of the EAS. The scope of work and the proposed impact assessment criteria below are based on the methodologies and guidance set forth in the *CEQR Technical Manual*.

The EIS will contain the following:

- A description of the Proposed Actions and their environmental setting;
- A statement of the environmental impacts of the Proposed Actions, including short- and long-term effects and typical associated environmental effects;
- An identification of any adverse environmental effects that cannot be avoided if the Proposed Actions are implemented;
- A discussion of reasonable alternatives to the Proposed Actions;
- An identification of irreversible and irretrievable commitments of resources that would be involved if the Proposed Actions are implemented; and
- A description of measures proposed to minimize or fully mitigate any significant adverse environmental impacts.

### TASK 1: PROJECT DESCRIPTION

The Project Description will identify and explain the Proposed Actions and the purpose and need for the Proposed Actions. It will also describe the Proposed Development. It will contain a brief discussion of current conditions in the Project Area and in the surrounding area; the No Action Condition; the Proposed Development, including a description of the proposed site plan and the

height and bulk of the proposed buildings; and figures to depict the Proposed Development. It will also include description of the approvals required and the approvals process. The RWCDS and analytical framework, including the new developments that would be facilitated on the Projected Development Sites not controlled by the Applicant (Sites F, G, H, I, J and K), will also be included in this chapter. The figures will present key project elements, such as a site/ground floor plan, elevations, and views of the project in its neighborhood context.

The Project Description will include appropriate materials from the Uniform Land Use Review Procedure (ULURP) application. It will describe the role of the lead agency for CEQR as well as the environmental review and ULURP processes.

### TASK 2: LAND USE, ZONING, AND PUBLIC POLICY

This analysis will consider the effects of the Proposed Actions in terms of land use compatibility and trends in zoning and public policy. It will also provide a baseline for other analyses in the EIS. Specifically, the assessment will:

- Provide a brief development history of the Project Area and the study area. The study area will include the Project Area and the area within approximately ¼-mile.
- Describe predominant land use patterns in the study area, including recent development trends for the ¼-mile study area (see **Figure 12**).
- Provide a zoning map and discuss existing zoning and any recent zoning actions in the study area.
- Summarize other public policies that may apply to the Project Area and study area, including any formal neighborhood or community plans and OneNYC.
- Describe conditions in the Project Area absent the Proposed Actions. Prepare a list of other projects expected to be built in the study area that would be completed before or concurrent with the Proposed Development. Describe the effects of these projects on land use patterns and development trends. Also, describe any pending zoning actions or other public policy actions that could affect land use patterns and trends in the study area, including plans for public improvements.
- Describe the Proposed Actions and provide an assessment of the impacts of the Proposed Actions and Proposed Development on land use and land use trends, zoning, and public policy. Consider the effects related to issues of compatibility with surrounding land use, consistency with zoning and other public policy initiatives, and the effect of the Proposed Development on development trends and conditions in the area.

### TASK 3: SOCIOECONOMIC CONDITIONS

The socioeconomic character of an area includes its population, housing, and economic activity. Socioeconomic changes may occur when a project directly or indirectly changes any of these elements. Although socioeconomic changes may not result in impacts under CEQR, they are disclosed if they would affect land use patterns, low-income populations, the availability of goods and services, or economic investment in a way that changes the socioeconomic character of the area.

The five principal issues of concern with respect to socioeconomic conditions are whether a project would result in significant adverse impacts due to: (1) direct residential displacement; (2) direct business displacement; (3) indirect residential displacement; (4) indirect business displacement; and (5) adverse effects on specific industries. As detailed below, the Proposed

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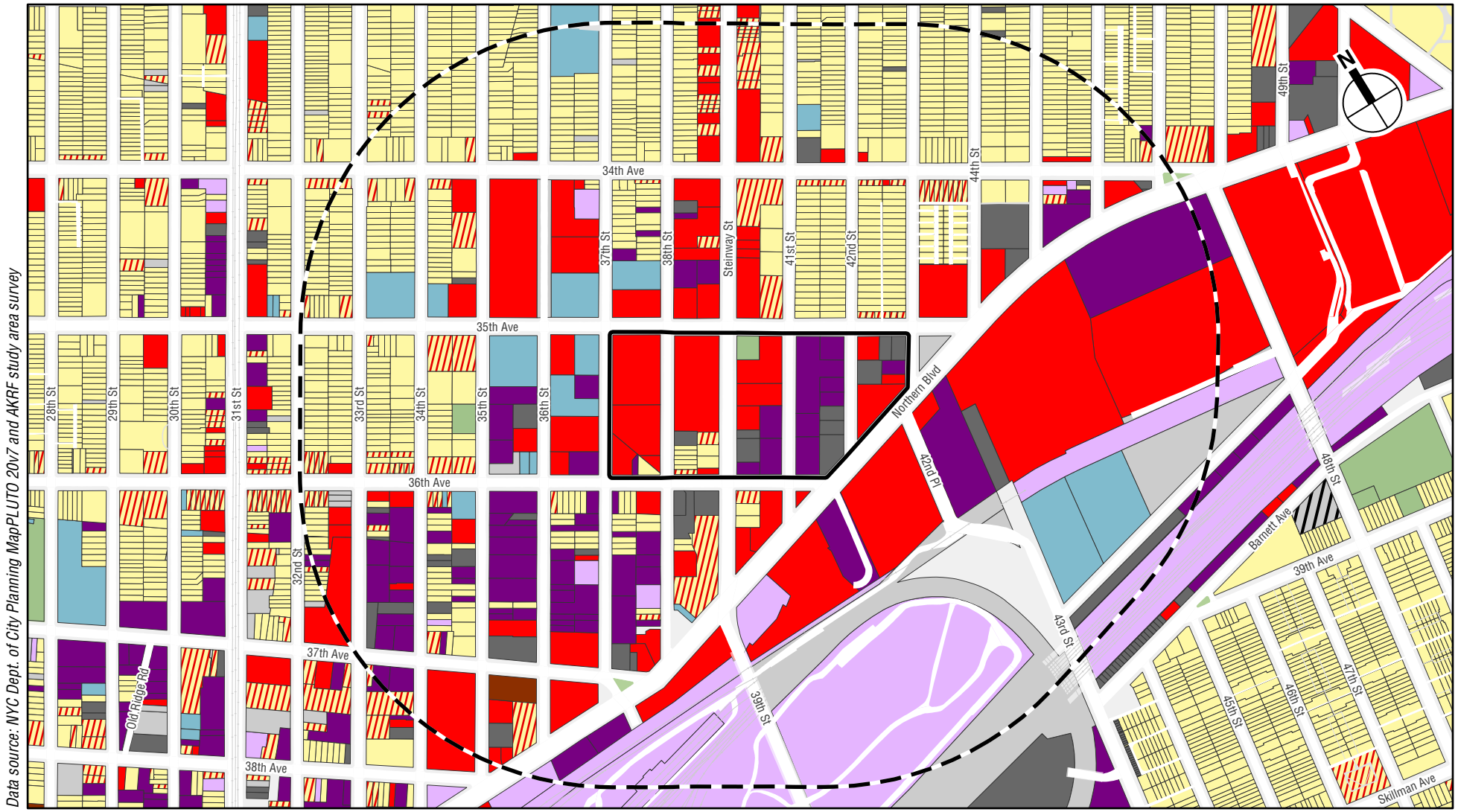


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Land Use Analysis Study Area
**Figure 12**

Actions warrant an assessment of socioeconomic conditions with respect to all but one of these principal issues of concern—direct residential displacement. Direct displacement of fewer than 500 residents would not typically be expected to alter the socioeconomic characteristics of a neighborhood. The Proposed Actions would not exceed the *CEQR Technical Manual* analysis threshold of 500 displaced residents, and therefore, are not expected to result in significant adverse impacts due to direct residential displacement. The EIS will disclose the number of residential units and estimated number of residents to be directly displaced by the Proposed Actions, and will determine the amount of displacement relative to study area population. The assessment of the four remaining areas of concern will begin with a preliminary assessment to determine whether a detailed analysis is necessary, in conformance with the *CEQR Technical Manual* guidelines. Detailed analyses will be conducted for those areas in which the preliminary assessment cannot definitively rule out the potential for significant adverse impacts. The detailed assessments, if determined to be necessary, will be framed in the context of existing conditions and evaluations of the No Action and With Action conditions in 2032, including any population and employment changes anticipated to take place by the analysis year for the Proposed Actions.

*DIRECT BUSINESS DISPLACEMENT*

For direct business displacement, the type and extent of businesses and workers to be directly displaced by the RWCDS associated with the Proposed Actions will be disclosed. If a project would directly displace more than 100 employees, a preliminary assessment of direct business displacement is appropriate according to the *CEQR Technical Manual*. The Proposed Actions have the potential to exceed the threshold of 100 displaced employees, and therefore, a preliminary assessment will be provided in the EIS.

The analysis of direct business displacement will estimate the number of employees and the number and types of businesses that would be displaced by the Proposed Actions, and characterize the economic profile of the study area using current employment and business data from the New York State Department of Labor or U.S. Census Bureau. This information will be used in addressing the following CEQR criteria for determining the potential for significant adverse impacts: (1) whether the businesses to be displaced provide products or services essential to the local economy that would no longer be available in its "trade area" to local residents or businesses due to the difficulty of either relocating the businesses or establishing new, comparable businesses; and (2) whether a category of businesses is the subject of other regulations or publicly adopted plans to preserve, enhance, or otherwise protect it.

*INDIRECT RESIDENTIAL DISPLACEMENT*

Indirect residential displacement is the involuntary displacement of residents that results from a change in socioeconomic conditions created by a proposed action. Indirect residential displacement could occur if a proposed project either introduces a trend or accelerates a trend of changing socioeconomic conditions that may potentially displace a vulnerable population to the extent that the socioeconomic character of the neighborhood would change. To assess this potential impact, the analysis will address a series of threshold questions in terms of whether the project substantially alters the demographic character of an area through population change or introduction of more costly housing.

The indirect residential displacement analysis will use the most recent available U.S. Census data, New York City Department of Finance's Real Property Assessment Data (RPAD) database, as well as current real estate market data, to present demographic and residential market trends and conditions for the study area. The presentation of study area characteristics will include population

estimates, housing tenure and vacancy status, median value and rent, estimates of the number of housing units not subject to rent protection, and median household income. The preliminary assessment will carry out the following the step-by-step evaluation, pursuant to *CEQR Technical Manual* guidelines:

- Step 1: Determine if the Proposed Actions would add substantial new population with different income as compared with the income of the study area population. If the expected average incomes of the new population would be similar to the average incomes of the study area populations, no further analysis is necessary. If the expected average incomes of the new population would exceed the average incomes of the study area populations, then Step 2 of the analysis will be conducted.
- Step 2: Determine if the Proposed Actions' population is large enough to affect real estate market conditions in the study area. If the population increase may potentially affect real estate market conditions, then Step 3 will be conducted.
- Step 3: Determine whether the study area has already experienced a readily observable trend toward increasing rents and the likely effect of the action on such trends and whether the study area potentially contains a population at risk of indirect displacement resulting from rent increases due to changes in the real estate market caused by the new population.

A detailed analysis, if warranted, would utilize more in-depth demographic analysis and field surveys to characterize existing conditions of residents and housing, identify populations at risk of displacement, assess current and future socioeconomic trends that may affect these populations, and examine the effects of the Proposed Actions on prevailing socioeconomic trends and, thus, impacts on the identified populations at risk.

*INDIRECT BUSINESS DISPLACEMENT*

The indirect business displacement analysis will determine whether the Proposed Actions may introduce trends that make it difficult for those businesses that provide products or services essential to the local economy, or those subject to regulations or publicly adopted plans to preserve, enhance, or otherwise protect them, to remain in the area. The purpose of the preliminary assessment is to determine whether the Proposed Actions have potential to introduce such a trend. The preliminary assessment will entail the following tasks:

- Identify and characterize conditions and trends in employment and businesses within the study area. This analysis will be based on field surveys, employment data from the New York State Department of Labor or U.S. Census and discussions with real estate brokers.
- Determine whether the Proposed Actions would directly displace uses of any type that directly support businesses in the area or bring people to the area that form a customer base for local businesses.
- Determine whether the Proposed Actions would directly or indirectly displace residents, workers, or visitors who form the customer base of existing businesses in the area.

If the preliminary assessment determines that the Proposed Actions could introduce trends that make it difficult for businesses that are essential to the local economy to remain in the area, a detailed analysis will be conducted. Following the *CEQR Technical Manual* guidelines, the detailed analysis would identify businesses that are potentially vulnerable to indirect displacement, determine whether the Proposed Actions could create conditions leading to their displacement, and evaluate whether relocation opportunities exist for those businesses.

*ADVERSE EFFECTS ON SPECIFIC INDUSTRIES*

The analyses of direct and indirect business displacement will provide sufficient information to determine whether the Proposed Actions could have any adverse effects on a specific industry, compared with the future without the Proposed Actions. The analysis will determine:

- Whether the Proposed Actions would significantly affect business conditions in any industry or category of businesses within or outside the study areas.

Whether the Proposed Actions would substantially reduce employment or impair viability in a specific industry or category of businesses.

**TASK 4: COMMUNITY FACILITIES AND SERVICES**

The demand for community facilities and services is directly related to the type and size of the new population generated by any proposed development. New workers tend to create limited demands for community facilities and services, while new residents create more substantial and permanent demands.

The Proposed Actions are expected to exceed CEQR thresholds requiring analyses of elementary, intermediate, and high schools; publicly funded child care; and libraries; the assessments of potential impacts on these community facilities and services are described below. The *CEQR Technical Manual* requires a detailed analysis of impacts on police and fire services, hospitals, and public health clinics if a proposed action would affect the physical operation of, or access to and from, a station house or healthcare facility, or where a proposed project would create a sizeable new neighborhood where none existed before. The Proposed Actions would not directly displace a station house or healthcare facility, and, therefore, would not adversely affect the physical operation of, or access to and from a facility. In addition, the Proposed Actions would not create a sizeable new neighborhood. Therefore, a detailed analysis of potential impacts on police and fire services, hospitals, and public health clinics is not warranted; the EIS will describe the location of existing fire stations, police stations, hospitals, and public health clinics serving Project Area for informational purposes

*PUBLIC SCHOOLS*

A schools analysis is required under CEQR for Proposed Actions that would result in more than 50 elementary/middle school or 150 high school students. Based on preliminary projections, the 3,652~~5~~ total DUs resulting from the Proposed Actions are expected to introduce approximately 400 elementary school students, approximately 140 middle school students, and approximately 370 high school students. Accordingly, detailed analyses of elementary/intermediate schools and high schools will be included in the EIS. These analyses will include the following:

- Identify schools serving the Project Area and discuss the most current information on enrollment, capacity, and utilization using information from the DOE.
- Based on the data provided from DOE and DCP, determine future No Action scenarios in the area.
- Based on methodology presented in the *CEQR Technical Manual*, assess the potential impact of students generated by the Proposed Actions on schools. ~~As necessary, the analysis would account for a potential new school use with a suitable program as part of the Proposed Actions should one be required during the environmental review, subject to all requisite analysis and further consultation with DCP and SCA.~~

- The study area for analyses of elementary and intermediate schools is the subdistrict of the school district in which the Proposed Actions are located—Subdistrict 2 of Community School District 30. The boundary of the subdistrict is shown in **Figure 13.** The study area for analyses of high schools is the borough in which the Proposed Actions are located.
- If the results of the impact analysis identify a potential for significant adverse impacts, potential practicable mitigation measures to avoid or reduce those significant adverse impacts will be identified.

*CHILD CARE CENTERS*

The number of DUs affordable to families earning less than 80 percent AMI (and thus considered potentially eligible for publicly funded daycare) in the RWCDS would exceed the minimum number of DUs (139) requiring detailed analyses of publicly funded child care. Therefore, the EIS will also include an analysis of child care as described below:

- Identify existing publicly funded group child care facilities within approximately 1.5 miles of the Rezoning Area (this study area is shown on **Figure 14**).
- Describe each facility in terms of its location, number of slots (capacity), and existing enrollment. Information will be based on publicly available information and consultation with the Administration for Children's Services' Division of Child Care and Headstart (CCHS).
- Any expected increases in the population of children under age 6 within the eligibility income limitations, based on CEQR methodology, will be discussed as potential additional demand, and the potential effect of any population increases on demand for publicly funded group child care services in the study area will be assessed. The potential effects of the additional eligible children resulting from the Proposed Actions will be assessed by comparing the estimated net demand over capacity to the net demand over capacity estimated in the No Action scenario.
- If the results of the impact analysis identify a potential for significant adverse impacts, potential practicable mitigation measures to avoid or reduce those significant adverse impacts will be identified.

*LIBRARIES*

The RWCDS would also exceed the CEQR threshold requiring analysis of public libraries (663 DUs). Therefore, using the guidance of the *CEQR Technical Manual*, the EIS will:

- Describe and map the local libraries and catchment areas in the vicinity of the Rezoning Area (see **Figure 15** for the study area).
- Identify the existing user population, branch holdings, and circulation. Based on this information, estimate the holdings per resident.
- Determine conditions in the No Action scenario based on planned developments and known changes to the library system.
- Based on the population to be added by the Proposed Actions in the RWCDS, estimate the holdings per resident, and compare conditions in the No Action scenario and the With Action scenario.
- If the results of the impact analysis identify a potential for significant adverse impacts, potential practicable mitigation measures to avoid or reduce those significant adverse impacts will be identified.

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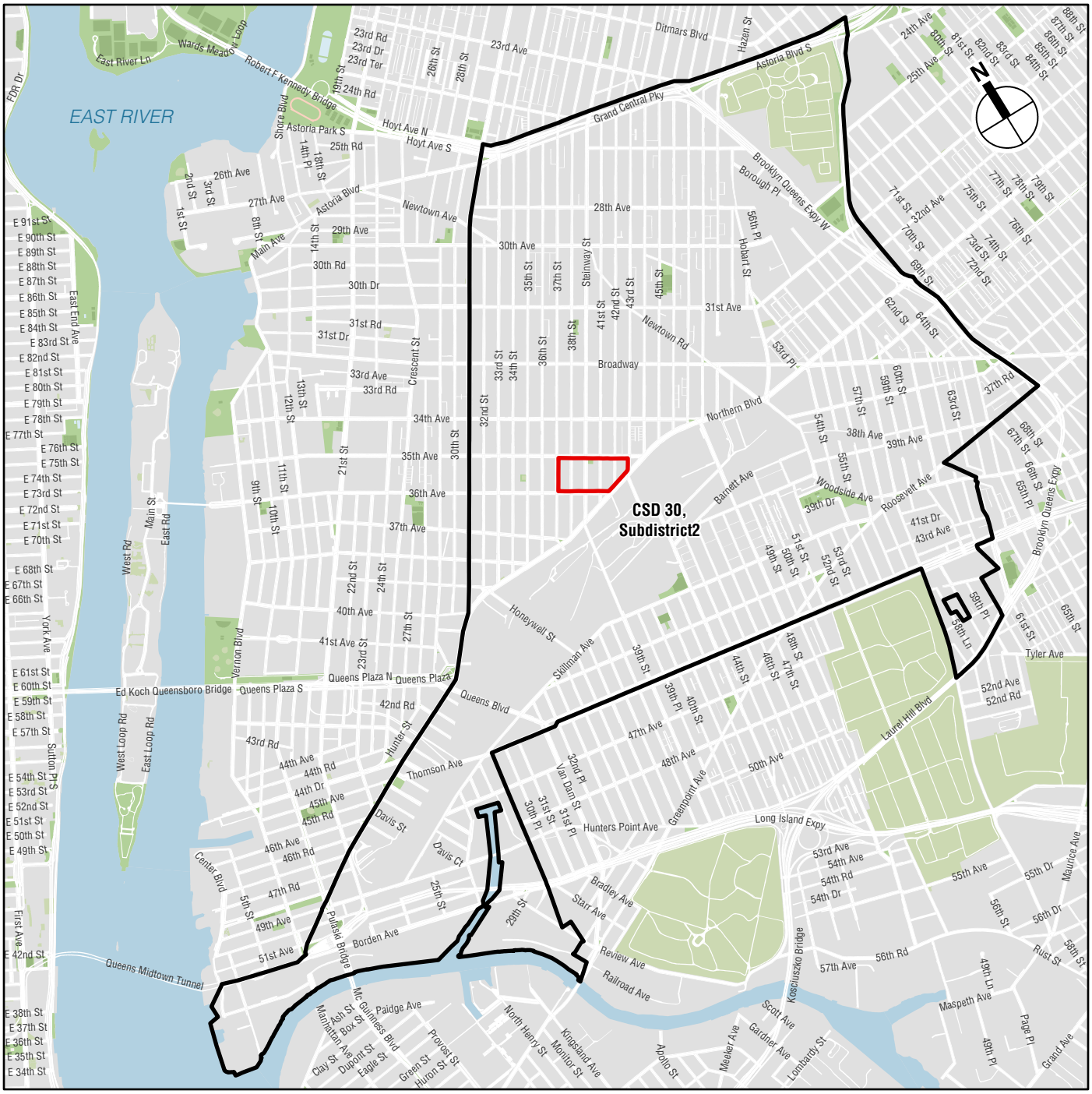


*Project Area*

*Community School District 30, Subdistrict 2*

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Elementary/Intermediate School Analysis Study Area

**Figure 13**

12.29.21




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Early Childhood Programs Analysis Study Area

**Figure 14**

12.29.21




*Project Area*

*Study Area (3/4-mile perimeter)*

0 1,000 FEET

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Public Libraries Analysis Study Area

**Figure 15**

## TASK 5: OPEN SPACE

The *CEQR Technical Manual* recommends performing an open space assessment if a project would have a direct effect on an area open space or an indirect effect through increased population. As stated in the EAS, the Project Area partially falls within an area that is considered "underserved" (generally located west of 38th Street and north of 36th Avenue) and the threshold for an open space assessment is whether a project would introduce more than 50 residents or 125 workers. The Proposed Project would result in a net increment of approximately 8,100~~300~~ residents and approximately 1,100~~200~~ workers~~, as shown in the EAS~~; therefore, preliminary residential and non-residential indirect open space assessments will be prepared to determine the need for further analysis. If warranted, a detailed assessment will be prepared.

The methodology set forth in the *CEQR Technical Manual* consists of establishing a study area for analysis: for the residential open space analysis, the study area is the area within a ½-mile of the Project Area (see **Figure 16**). For the non-residential open space analysis, the study area is the area within a ¼-mile of the Project Area (see **Figure 16**). The analysis will calculate the total population in the study areas and create an inventory of publicly accessible open spaces within the study areas. This inventory will include examining these spaces for their facilities (active vs. passive use), condition, and use (crowded or not).

The chapter will project conditions in the No Action scenario, and assess impacts of the Proposed Actions based on the maximum residential and non-residential populations that would be introduced using quantified ratios and qualitative factors. New public open space created as part of the Proposed Actions will be described—including total acreage, accessibility, and potential amenities—and considered in the indirect effects analysis.

The indirect effects analysis will begin with a preliminary assessment to determine the need for further analysis. If warranted, a detailed assessment will be prepared, following the guidelines of the *CEQR Technical Manual*. If the results of the impact analysis identify a potential for significant adverse impacts, potential practicable mitigation measures to avoid or reduce those significant adverse impacts will be identified.

In addition, the EIS will include a direct effects analysis to determine whether the Proposed Actions would have the potential to directly affect any open spaces near the Project Area. This analysis will use information from the analyses of Shadows, Air Quality, Noise, and Construction outlined below. In particular, the direct effects analysis will consider potential impacts (e.g., potential shadows impacts) on Playground ~~35~~Thirty Five XXXV, which is located adjacent to Projected Development Site C.

## TASK 6: SHADOWS

Under CEQR, a shadows assessment is required for proposed actions that would result in new structures greater than 50 feet in height, or of any height if the project site is adjacent to a sunlight-sensitive resource. According to the *CEQR Technical Manual*, sunlight-sensitive resources include publicly accessible parks and plazas, sunlight-dependent features of historic resources such as stained-glass windows, Greenstreets (planted areas in traffic islands), and natural resources such as water bodies and wetlands.

The Proposed Actions would result in structures more than 50 feet taller than what would exist or be developed in the Project Area in the No Action condition. Further, Playground Thirty -Five XXXV, a City-owned public playground, is adjacent to three of the Projected Development Sites. Therefore, a shadows assessment will be conducted to determine when and how much project-

*Note: This figure has been updated for the Final Scope of Work.*

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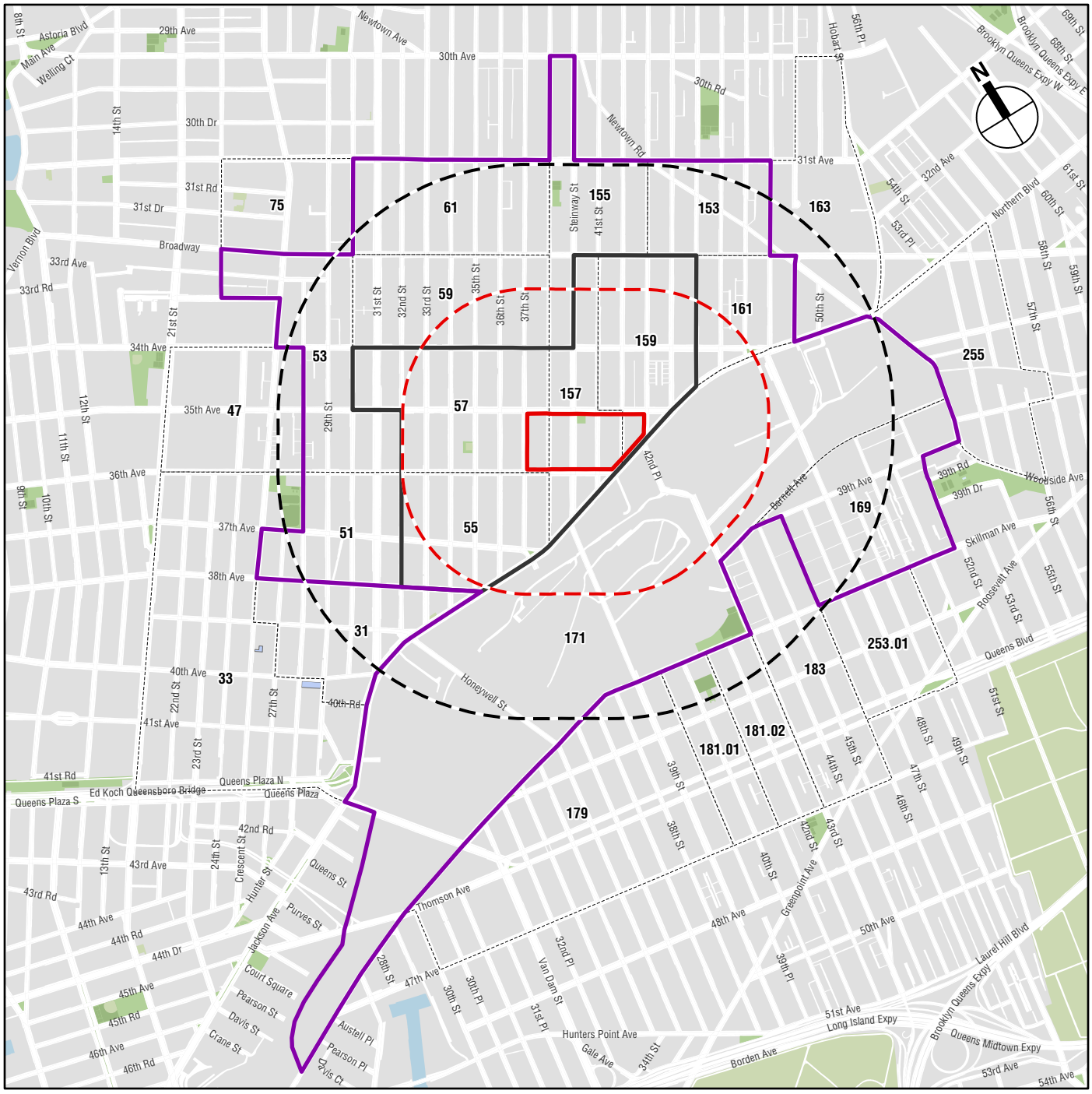


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# Open Space Analysis Study Area

**Figure 16**

generated shadow could potentially reach Playground Thirty -Five XXXV or any other sunlight-sensitive resources as a result of the Proposed Actions.

The shadows assessment will follow the tiered methodology described in the *CEQR Technical Manual* and will include the following tasks:

- For the first tier of the screening assessment, develop a base map illustrating the project site in relation to publicly accessible open spaces, historic resources with sunlight-dependent features, and natural features in the area. Determine a simple radius around the Project Area representing the longest shadow that could be cast.
- If there are sunlight-sensitive resources within this radius, the assessment proceeds to the second tier, which reduces the area that could be affected by project shadow by accounting for the fact that shadows can never be cast between a certain range of angles south of the project site due to the path of the sun through the sky at the latitude of New York City.
- If the second tier of assessment does not eliminate the possibility of new shadows on sunlight-sensitive resources, a third tier of screening assessment further refines the area that could be reached by project shadow by looking at specific representative days in each season and determining the maximum extent of shadow over the course of each representative day. For this tier, develop a three-dimensional computer model of the elements of the base map developed in the previous tiers, including the topography, streets, sunlight-sensitive resources, and the Proposed Development in the With Action condition.
- If the third tier of analysis does not eliminate the possibility of new shadows on sunlight-sensitive resources, conduct a detailed analysis: Add existing and future No Action buildings to the three-dimensional computer modeling software and compare With Action shadows to No Action shadows to determine the extent and duration of new shadows that would be cast on sunlight-sensitive resources as a result of the Proposed Actions on representative days in each season.
- Document the analysis with graphics comparing shadows resulting from the No Action condition with shadows resulting from the Proposed Actions, with incremental shadow highlighted in a contrasting color. A summary table listing the entry and exit times and total duration of incremental shadow on each applicable representative day for each affected resource will be included.
- Assess the significance of any shadow impacts on sunlight-sensitive resources. If the results of the analysis identify a potential for significant adverse impacts, potential mitigation measures will be discussed.

## TASK 7: HISTORIC AND CULTURAL RESOURCES

Historic and cultural resources include archaeological (buried) resources and architectural resources. The *CEQR Technical Manual* identifies historic resources as districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, and archaeological importance. Historic resources include known architectural resources (New York City Landmarks [NYCLs], Interior Landmarks, Scenic Landmarks, New York City Historic Districts; resources calendared for consideration as one of the above by LPC; resources listed on or formally determined eligible for inclusion on the State/National Register of Historic Places (S/NR), or contained within a district listed on or formally determined eligible for listing on the S/NR [S/NR-eligible]; resources recommended by the New York State Board for listing on the S/NR; and National Historic Landmarks [NHLs]) and potential architectural resources (i.e., properties that appear to meet S/NR and NYCL criteria).According to the *CEQR Technical Manual*, a historic and cultural resources

assessment is required if a project would have the potential to affect either archaeological or architectural resources. The analysis will consider the potential of the Proposed Actions to affect historic and cultural resources as follows.

*ARCHAEOLOGICAL RESOURCES*

As the Proposed Development will require subsurface disturbance, and it is also assumed that disturbance would occur at Projected Development Sites in the Additional Affected Area, the New York City Landmarks Preservation Commission (LPC) was consulted in order to obtain a preliminary determination of archaeological sensitivity of the Development Site and Projected Development Sites in the Additional Affected Area. In an environmental review comment letter dated March 25, 2021, LPC determined that none of the lots within the Development Site or the Projected Development Sites in the Additional Affected Area were of potential archaeological significance. As such, no further archaeological analysis is warranted pursuant to CEQR, and the Proposed Actions would not result in significant adverse impacts on archaeological resources.

*ARCHITECTURAL RESOURCES*

There are no known architectural resources on the Development Site or in the Project Area. In the vicinity of the Development Site and Project Area, the Paramount Studios Complex (S/NR-Listed, NYCL) spans portions of several blocks west of 37th Street.

The following tasks will be undertaken as part of the architectural resources analysis:

- Identify, map, and briefly describe known architectural resources within a 400-foot study area surrounding the Project Area.
- Conduct a field survey by an architectural historian of the Project Area and study area to determine whether there are any potential architectural resources that could be affected by the Proposed Actions. Potential architectural resources comprise properties that appear to meet the eligibility criteria for NYCL designation and/or S/NR listing. The field survey will be supplemented, as necessary, with research at relevant repositories, online sources, and current sources prepared by LPC and the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP). Determinations of eligibility from LPC will be requested for any potential architectural resources.
- Assess the potential impacts of the Proposed Actions on any identified architectural resources, including visual and contextual changes as well as any direct physical impacts. Potential impacts will be evaluated through a comparison of the future No Action condition and future With Action condition, and a determination made as to whether any change would alter or eliminate the significant characteristics of the resource that make it important.
- If applicable, develop measures in consultation with LPC to avoid, minimize, or mitigate any adverse impacts on historic and cultural resources.
- Should the Proposed Development require any state or federal actions (e.g., permits or funding), consultation will be undertaken with OPRHP to seek their comments and determination of impacts on archaeological and architectural resources.

**TASK 8: URBAN DESIGN AND VISUAL RESOURCES**

According to the methodologies of the *CEQR Technical Manual*, if a project requires actions that would result in physical changes to a project site beyond those allowed by existing zoning and which could be observed by a pedestrian from street level, a preliminary assessment of urban

design and visual resources should be prepared. The Proposed Actions include a rezoning of the Project Area, the declaration of the Development Site a Large Scale General Development (LSGD), and a Special Permit under Section 74-743 of the Zoning Resolution (ZR), along with other special permits. These actions would change the urban design and visual character of the Development Site and Project Area. Therefore, a preliminary assessment of urban design and visual resources will be prepared to determine whether the Proposed Actions, in comparison to the No Action condition, would create a change to the pedestrian experience that is sufficiently significant to require greater explanation and further study.

The analysis will be undertaken based on the *CEQR Technical Manual* methodologies, as follows:

- Following the guidelines of the *CEQR Technical Manual*, the study area for the preliminary assessment of urban design and visual resources will be consistent with that of the study area for the analysis of land use, zoning and public policy. As necessary, the delineation of the study area will take into consideration any more distant views of the proposed project. A description of visual resources in the study area and view corridors, if any, will be provided.
- The preliminary assessment will include a concise narrative and graphics depicting the existing Development Site and Project Area, the future No Action condition, and the future With Action condition. The assessment will present photographs, depictions of the Proposed Development, including project drawings and site plans, and view corridor assessments.
- The preliminary assessment will determine whether the Proposed Actions, in comparison to the No Action condition, would create a change in the pedestrian experience that would result in significant adverse impacts to urban design and visual resources.

A detailed urban design and visual resources analysis will be prepared if warranted based on the findings of the preliminary assessment. The detailed analysis would describe the Proposed Development and the urban design and visual resources of the surrounding area. The analysis would describe the potential changes that could occur to urban design and visual resources in the With Action condition, in comparison to the No Action condition, focusing on the changes that could negatively affect a pedestrian's experience of the area.

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

## TASK 9: HAZARDOUS MATERIALS

This chapter will address the potential presence of hazardous materials, petroleum products, and/or other environmental concerns in the Project Area, as well as necessary measures that would be required, either prior to or during demolition, excavation, construction and/or operation of the Proposed Development, to avoid significant adverse effects. Phase I Environmental Site Assessments (ESAs) have been prepared for all of the project blocks and will be used to summarize the potential for hazardous materials, including a discussion of environmental conditions on each of the project blocks. The chapter will identify previous on-site land uses (which include historical and current automotive repair facilities) and nearby uses, and will determine the need for further investigations on each block. ~~It is anticipated that the lead agency and the New York City Department of Environmental Protection (DEP) will require preparation of Phase II Subsurface Investigations (laboratory analysis of soil, groundwater, and soil vapor samples) for certain blocks/lots during the CEQR process. In advance of conducting the testing, a Work Plan for the investigations will need to be submitted to the agencies for approval. Regardless of the results of the testing, DEP will require preparation of a Remedial Action Plan (RAP) and associated Construction Health and Safety Plan (CHASP) for implementation during construction.~~

If necessary, an (E) Designation, in accordance with the *CEQR Technical Manual*, Section 11-15 (Environmental Requirements) of the Zoning Resolution of the City of New York and Chapter 24, Title 15, of the Rules of the City of New York governing the placement of (E) Designations, will be placed on certain lots within the Project Area. The (E) Designations would require future investigations where necessary, as well as the preparation of Remedial Actions Plans (RAPs) and associated Construction Health and Safety Plans (CHASPs) for implementation during construction.

## TASK 10: WATER AND SEWER INFRASTRUCTURE

According to the *CEQR Technical Manual*, an analysis of an action's impact on the water supply system should be conducted only for actions that would have exceptionally large demand for water, such as power plants, very large cooling systems, or large developments. In addition, analysis should be conducted if the project is located in an area that experiences low water pressure (e.g., areas at the end of the water supply distribution system such as the Rockaway Peninsula and Coney Island). For the Proposed Actions, an analysis of water supply is warranted as the RWCDS is expected to result in a water demand of more than one million gallons per day (gpd) compared with the No Action scenario.

Because the Proposed Actions would introduce an incremental increase above the No Action scenario of more than 400 DUs, as well as more than 150,000 sf of commercial space, and is located in a combined sewer area within Queens, an analysis of wastewater and stormwater infrastructure is warranted. DEP will be consulted in preparation of these assessments.

*WATER SUPPLY*

- The existing water distribution system serving the Project Area will be described based on information obtained from DEP's Bureau of Water Supply and Wastewater Collection.
- The existing water demand generated by uses in the Project Area will be estimated.
- Water demand for No Action and With Action scenarios will be estimated.
- The effects of the incremental demand on the City's water supply system will be assessed to determine if there would be impacts to water supply or pressure. The incremental water demand will be the difference between the water demand in the Project Area in the With Action scenario and the demand in the No Action scenario.
- If the results of the impact analysis identify a potential for significant adverse impacts, potential practicable mitigation measures to avoid or reduce those significant adverse impacts will be identified.

*WASTEWATER AND STORMWATER INFRASTRUCTURE*

The appropriate study area for the assessment will be established in consultation with DEP. The Proposed Action's directly affected area is located within the service area of the Bowery Bay Wastewater Treatment Plant (WWTP).

- The existing stormwater drainage system and surfaces (pervious or impervious) in the Project Area will be described, and the amount of stormwater generated in the Project Area will be estimated using DEP's volume calculation worksheet.
- The existing sewer system serving the Project Area will be described based on records obtained from DEP. The existing flows to the Bowery Bay WWTP, which serves the directly

affected area, will be obtained for the latest twelve-month period, and the average dry weather monthly flow will be presented.

- Any changes to the stormwater drainage plan, sewer system, and surface area expected in the No Action scenario will be described, as warranted.
- Future stormwater generation from the Project Area will be assessed. Changes to the surface area of the Project Area will be described, runoff coefficients and runoff for each surface type/area will be presented, and volume and peak discharge rates from the site will be determined based on DEP's volume calculation worksheet. Proposed Best Management Practices will also be described.
- Sanitary sewage generation for the Project Area will also be estimated. The effects of the incremental demand on the system will be assessed to determine if there will be any impact on operations of the Bowery Bay WWTP.
- If the results of the impact analysis identify a potential for significant adverse impacts, potential practicable mitigation measures to avoid or reduce those significant adverse impacts will be identified.

A more detailed assessment may be required if increased sanitary or stormwater discharges from the Project Area with the Proposed Actions are predicted to affect the capacity of portions of the existing sewer system, exacerbate combined sewer overflow (CSO) volumes/frequencies, or contribute greater pollutant loadings in stormwater discharged to receiving water bodies. The detailed analysis, if necessary, will be developed based on conclusions from the preliminary infrastructure assessment and coordinated with DEP.

## TASK 11: SOLID WASTE AND SANITATION SERVICES

A solid waste assessment determines whether an action has the potential to cause a substantial increase in solid waste production that may overburden available waste management capacity or otherwise be inconsistent with the City's Solid Waste Management Plan or with State policy related to the City's integrated solid waste management system. The Proposed Actions would induce new development that would require sanitation services. If a project's generation of solid waste in the With Action condition would not exceed 50 tons per week, it may be assumed that there would be sufficient public or private carting and transfer station capacity in the metropolitan area to absorb the increment, and further analysis generally would not be required.

As the Proposed Actions are expected to result in a net increase of more than 50 tons per week, compared with the No Action condition, an assessment of solid waste and sanitation services is warranted. This chapter will provide an estimate of the additional solid waste expected to be generated by the projected development sites under the RWCDS and assesses its effects on the City's solid waste and sanitation services. This assessment will do the following:

- Describe existing and future New York City solid waste disposal practices.
- Estimate solid waste generation by the RWCDS projected development sites for existing, No Action, and With Action conditions.
- Describe waste management systems to be employed with the Proposed Development, including the proposed location and method of storage of refuse and recyclables prior to collection (e.g., the use of compactors, dumpsters and/or "roll on/roll off" refuse containers). In addition, assess the potential for curbside collection of refuse and/or recyclables to affect traffic, pedestrians, public health, and community character.

- Assess the impacts of the Proposed Actions' solid waste generation (projected developments) on the City's collection needs and disposal capacity. The Proposed Actions' consistency with the City's Solid Waste Management Plan will also be assessed.

**TASK 12: ENERGY**

The EIS will include a discussion of the effects of the Proposed Development and developments on the Projected Development Sites not controlled by the Applicant on the use and conservation of energy, if applicable and significant, in accordance with CEQR. In most cases, an action does not need a detailed energy assessment, but its operational energy is projected using average annual whole-building energy use rates for New York City. A detailed energy assessment is limited to actions that may significantly affect the transmission or generation of energy. For other actions, in lieu of a detailed assessment, the estimated amount of energy that would be consumed annually as a result of the day-to-day operation of the buildings and uses resulting from an action is disclosed, as recommended in the *CEQR Technical Manual*.

An analysis of the anticipated incremental demand from the Proposed Actions will be provided in the EIS. The EIS will disclose the projected amount of energy consumption during long-term operation resulting from the Proposed Development and development on the Projected Development Sites not controlled by the Applicant. The projected amount of energy consumption during long-term operation will be estimated based on the project specific information, if available, and will be consistent with the energy consumption estimated as part of the greenhouse gas (GHG) assessment (Task 15). If warranted, the Mayor's Office of Sustainability (MOS) and/or the power utility serving the area (Con Ed) will be consulted. If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

**TASK 13: TRANSPORTATION**

The objective of a transportation analysis is to determine whether a proposed action may have a potential significant impact on traffic operations and mobility, public transportation facilities and services, pedestrian elements and flow, the safety of all roadway users (pedestrians, bicyclists and motorists), on-and off-street parking, or goods movement. The Proposed Actions are expected to introduce new residential, commercial, and community facility uses including on-site accessory parking of approximately three million square feet as well as replace 98,810 gsf of cinema use within the Project Area, which would generate additional vehicular travel and demand for parking, as well as additional subway and bus riders and pedestrian traffic. These new trips have the potential to affect the area's transportation systems.

*TRAVEL DEMAND AND SCREENING ASSESSMENT*

A ~~D~~detailed travel demand forecast~~s will be~~ has been prepared for the RWCDS using standard sources, including the *CEQR Technical Manual*, U.S. Census data, previously approved studies, and other references to determine the worse-case scenario to be analyzed in the EIS transportation analysis. ~~A~~ The travel demand forecast (a Level 1 screening assessment) ~~will be~~is presented by peak hour, mode of travel, and person and vehicle trips. The travel demand forecasts will also identifies~~y~~ the number of peak hour person trips made by transit and the numbers of pedestrian trips traversing the area's sidewalks, corner areas, and crosswalks. The results of this forecast have been summarized in a Transportation Planning Factors and Travel Demand Forecast (TPF/TDF) Technical Memorandum (refer to **Appendix C).** In addition to the travel demand forecast, the TPF/TDF Technical Memorandum includes ~~D~~detailed vehicle, pedestrian and transit trip assignments (a Level 2 screening assessment) ~~will be prepared based on the results of the Proposed~~

~~Actions' travel demand forecast to~~ and identifies~~y~~ the intersections and pedestrian/transit elements selected for quantified analysis.

*TRAFFIC*

The EIS will provide a detailed traffic analysis focusing on those peak hours and street network intersections where the highest concentrations of action-generated demand would occur. ~~The peak hours for analysis will be selected, and the specific intersections to be included in the traffic study area will be determined based upon the assignment of project-generated traffic and the *CEQR Technical Manual* analysis threshold of 50 additional vehicle trips per hour, or at known congested locations. The specific intersections to be analyzed will be determined in consultation with the lead agency once the assignment of action-generated traffic has been finalized.~~ Based on the travel demand forecast, the Proposed Actions are expected to result in more than the *CEQR Technical Manual* analysis threshold of 50 total vehicle trips during the weekday AM and PM peak hours (which are typical peak periods for commuter travel demand) and the weekday midday and Saturday midday peak hours (which are typical peak periods for retail demand). All of these periods will therefore be included in the analysis of traffic conditions.

A total of 42 representative intersections most likely to be used by concentrations of action-generated vehicles traveling to and from the projected development sites were selected for detailed analysis based on the assignments of net increment traffic, the locations of existing bottlenecks, and prevailing travel patterns in the study area. The locations of these intersections are presented in the TPF/TDF Technical Memorandum in **Appendix C.**

The following outlines the anticipated scope of work for conducting a traffic impact analysis for the Proposed Actions:

- Conduct a count program for traffic analysis locations that includes a mix of automatic traffic recorder (ATR) machine counts and intersection turning movement counts, along with vehicle classification counts and travel time studies (speed runs) as support data for air quality and noise analyses. Turning movement count data will be collected at each analyzed intersection during the weekday and Saturday peak hours, and will be supplemented by nine days of continuous ATR counts. Vehicle classification count data will be collected during each peak hour at several representative intersections along each of the principal corridors in the study area. The turning movement counts, vehicle classification counts and travel time studies will be conducted concurrently with the ATR counts. Where applicable, available information from recent studies in the vicinity of the study area will be compiled, including data from such agencies as DOT and DCP.
- Inventory physical data at each of the analysis intersections, including street widths, number of traffic lanes and lane widths, pavement markings, turn prohibitions, bicycle routes, curbside parking regulations, and vehicle queue lengths. Signal phasing and timing data for each signalized intersection included in the analysis will be obtained from DOT.
- Determine existing traffic operating characteristics at each analysis intersection including capacities, volume-to-capacity (v/c) ratios, average vehicle delays, and levels of service (LOS) per lane group, per intersection approach, and per overall intersection. This analysis will be conducted using the 2000 Highway Capacity Manual (HCM) methodology with the latest approved ~~Highway Capacity Software (HCS), or other methodology as may be determined in consultation with DOT~~Synchro software.
- Based on available sources, Census data, and standard references, including the *CEQR Technical Manual*, estimate the demand from other major developments planned in the

vicinity of the Project Area by the 2032 analysis year. This will include total ~~daily and~~ peak hour person and vehicular trips, and the distribution of trips by auto, taxi, and other modes. A truck trip generation forecast will also be prepared based on data from the *CEQR Technical Manual* and previous relevant studies. Mitigation measures accepted for all No Action projects, as well as other DOT initiatives, will be included in the future No Action condition network, as applicable.

- Compute the future 2032 No Action condition traffic volumes based on approved background traffic growth rates for the study area (0.50 percent per year for the first five years and 0.25 percent per year thereafter) and demand from major development projects expected to be completed in the future without the Proposed Actions. Incorporate any planned changes to the roadway system anticipated by 2032, and determine the No Action condition v/c ratios, delays, and LOS at analyzed intersections.
- Based on available sources, Census data, and standard references, including the *CEQR Technical Manual*, develop a travel demand forecast for the RWCDS based on the net change in uses compared to the No Action condition. Determine the net change in vehicle trips expected to be generated by the RWCDS. Assign the net action-generated trips in each analysis period to likely approach and departure routes, and prepare traffic volume networks for the 2032 future with the Proposed Actions condition for each analyzed peak hour.
- Determine the v/c ratios, delays, and LOS at analyzed intersections for the With Action condition, and identify significant adverse traffic impacts in accordance with *CEQR Technical Manual* criteria.
- Identify and evaluate potential traffic mitigation measures, as appropriate, for any significantly impacted locations in the study area in consultation with the lead agency and DOT. Potential traffic mitigation could include both operational and physical measures, such as changes to lane striping, curbside parking regulations and traffic signal timing and phasing, roadway widening, and the installation of new traffic signals. Where impacts cannot be fully or partially mitigated, they will be described as unavoidable adverse impacts.

*TRANSIT*

Detailed transit analyses are generally not required if a proposed action is projected to result in fewer than 200 peak hour rail or bus transit trips according to the general thresholds used by the Metropolitan Transportation Authority (MTA) and specified in the *CEQR Technical Manual*. If a proposed action would result in 50 or more bus trips being assigned to a single bus line (in one direction), or if it would result in an increase of 200 or more trips at a single subway station or on a single subway line, a detailed bus or subway analysis would be warranted.

*Subway*

The Proposed Actions' RWCDS is ~~are~~ expected to generate a net increase of more than 200 additional subway trips at the Steinway Street (M/R), 36th Street (M/R), and 36th Avenue (N/W) stations in one or more peak hour, and would therefore require a detailed subway analysis of these stations. In addition, ~~if~~ the RWCDS is expected to generate ~~more than~~ 200 or more new peak hour subway trips per line in the peak direction~~, an analysis of~~ on the M, R, N, and/or W subway routes. An analysis of subway line haul conditions is therefore warranted per *CEQR Technical Manual* analysis criteria. Transit analyses typically focus on the weekday AM and PM commuter peak hours when overall demand on the subway and bus systems is usually highest. The detailed subway analysis will include the following subtasks:

- Identify for analysis those stairways and fare ~~entrance~~ control elements expected to be used by significant concentrations of action-generated demand in the weekday AM and PM peak hours.
- Conduct counts of existing weekday AM and PM peak hour demand at analyzed subway station elements and determine existing v/c ratios and LOS based on *CEQR Technical Manual* ~~criteria~~guidance.
- Determine volumes and conditions at each analyzed station element~~s~~ in the future without the Proposed Actions using approved background growth rates and accounting for any trips expected to be generated by No Action development within the Project Area, as well as major No Action projects in the vicinity of the Project Area.
- Add action-generated demand to the No Action condition volumes at analyzed subway station elements and determine AM and PM peak hour volumes and conditions in the 2032 analysis year.
- Identify potential significant adverse impacts at subway station stairways and fare control elements based on *CEQR Technical Manual* impact criteria.
- ~~If~~ As the RWCDS is expected to generate 200 or more subway trips in the peak direction ~~of~~ on the M, R, N, and/or W subway ~~lines~~routes, subway line haul conditions will also be assessed in the EIS.
- Mitigation needs and potential subway station improvements will be identified, as appropriate, in conjunction with the lead agency and New York City Transit (NYCT). Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

*Bus*

The Project Area and its surroundings are served by a total of four ~~NYCT-operated~~ local bus routes (the Q66, Q101, Q102 and Q104) operated by MTA Bus Company (MTABC). ~~As part of the EIS, a Level 1 trip generation and (if warranted) Level 2 bus trip assignment will be prepared for the RWCDS.~~ A detailed analysis of bus conditions is generally not required if a proposed action is projected to result in fewer than 50 peak hour trips being assigned to a single bus route (in one direction) based on the general thresholds used by the MTA and specified in the *CEQR Technical Manual*. As discussed in the TPF/TDF Technical Memorandum included in **Appendix C**,

~~As~~ ~~the~~ incremental person-trips by bus generated by the RWCDS ~~is~~ are expected to exceed 50 peak hour trips per direction on one route—the Q66. ~~route serving the Project Area, t~~The EIS will therefore include a quantitative analysis of ~~local bus~~ conditions on Q66 buses during the weekday AM and PM commuter peak hours (the periods when overall demand on the bus system is usually highest). For the~~at~~ analysis, trips will be assigned to ~~the bus route~~Q66 buses based on proximity to the Project Area and current ridership patterns. The analysis will include documenting existing peak hour bus service levels and maximum load point ridership, determining conditions in the future No Action condition, and assessing the effects of new action-generated peak hour trips. Bus transit mitigation, if warranted, will be identified in consultation with the lead agency and the MTA.

*PEDESTRIANS*

Projected pedestrian volumes of less than 200 persons per hour at any pedestrian element (sidewalks, corner areas, and crosswalks) would not typically be considered a significant impact, since the level of increase would not generally be noticeable and therefore would not require further analysis under *CEQR Technical Manual* criteria. As discussed in the TPF/TDF Technical

Memorandum in **Appendix C**, ~~B~~based on the level of new pedestrian demand generated by the Proposed Actions' RWCDS, it is anticipated that action-generated pedestrian trips would exceed the 200-trip analysis threshold at one or more locations in one or more peak hour. A detailed pedestrian analysis focusing on the weekday AM, midday and PM peak hours and the Saturday peak hours will therefore be prepared for the EIS. ~~focusing on selected sidewalks, corner areas, and crosswalks along corridors in the vicinity of the project as well as corridors to and from the nearby subway stations that would experience more than 200 additional peak hour pedestrian trips.~~ As further discussed in the TPF/TDF Technical Memorandum, a total of 136 pedestrian elements (40 sidewalks, 32 crosswalks and 64 corner areas) are expected to experience a net increase of 200 or more trips in one or more peak hours and were therefore selected for analysis.

Pedestrian counts will be conducted at each analysis location and used to determine existing LOS. No Action condition and With Action condition pedestrian volumes and LOS will be determined based on approved background growth rates, trips expected to be generated by No Action development in the Project Area and other major projects in the vicinity of the study area, and action-generated demand. ~~The specific pedestrian facilities to be analyzed will be determined in consultation with the lead agency once the assignment of action-generated pedestrian trips has been finalized.~~ The analysis will then evaluate the potential for incremental demand from the Proposed Actions to result in significant adverse impacts based on current *CEQR Technical Manual* criteria. Potential measures to mitigate any significant adverse pedestrian impacts will be identified and evaluated, as warranted, in consultation with the lead agency and DOT.

*~~VEHICULAR AND PEDESTRIAN SAFETY~~STREET USER SAFETY EVALUATION*

The City's Vision Zero initiative seeks to eliminate all deaths from traffic crashes regardless of whether on foot, bicycle, or inside a motor vehicle. In an effort to drive these fatalities down, DOT and New York City Police Department (NYPD) developed a set of five plans, each of which analyzes the unique conditions of one New York City borough and recommends actions to address the borough's specific challenges to pedestrian safety. As discussed in the *Vision Zero Queens Pedestrian Safety Action Plan*, the Project Area is located within a Priority Area, which is prioritized for safety interventions. The plans outline a series of recommended actions comprised of engineering, enforcement, and education measures that intend to alter the physical and behavioral conditions on City streets that lead to pedestrian fatality and injury.

Data on traffic crashes involving pedestrians and/or cyclists at study area intersections will be obtained from DOT for the most recent three-year period available. These data will be analyzed to determine if any of the studied locations may be classified as high crash locations and whether vehicle and/or pedestrian trips and any street network changes resulting from the Proposed Actions would adversely affect vehicular and pedestrian safety in the area. If any high crash locations are identified, feasible improvement measures will be explored to alleviate potential safety issues.

*PARKING*

A parking demand forecast will be provided in the EIS to document the ability of the proposed on-site accessory parking to accommodate all of the projected demand from the With Action RWCDS, and assess the potential for the Proposed Actions to result in a significant shortfall in on-street and off-street parking. Parking demand generated by the residential component of the Proposed Development will be forecasted based on auto ownership data for the surrounding area. Parking demand from all other uses will be derived from the forecasts of daily auto trips generated by those uses.~~As part of the EIS transportation task, an hourly parking accumulation forecast will be prepared for the RWCDS. If the overall anticipated demand exceeds the With Action on-site~~

~~accessory parking capacity, a detailed parking analysis would be prepared to determine if there is sufficient on- and off-street capacity in the surrounding area to accommodate overflow demand from the Project Area. As the With Action condition demand is expected to peak at 8:00-9:00 PM on weekdays and 5:00-6:00 PM on Saturdays, the analysis of on-street and off-street parking conditions would focus on the weekday overnight and Saturday evening periods, when demand is expected to be highest. Existing on- and off-street parking inventories would be conducted for the weekday overnight and Saturday evening periods (when parking in a residential area is frequently at peak occupancy) to document existing supply and demand. Parking utilization within a ¼ mile of the Project Area will be analyzed. If the initial on- and off-street parking assessment shows conditions at or near capacity, then a parking assessment would be conducted up to a ½ mile radius to determine if capacity is available to accommodate the projected demand during peak periods. The parking analysis would document changes in the parking utilization in proximity to the Project Area under the No Action and With Action conditions based on accepted background growth rates and projected demand from No Action and With Action development in the Project Area and other major projects in the vicinity of the study area.~~

## TASK 14: AIR QUALITY

*MOBILE SOURCE ANALYSIS*

The number of RWCDS-generated vehicle trips will likely exceed the *CEQR Technical Manual* carbon monoxide (CO) analysis screening threshold of 170 vehicles in the peak hour at one or locations in the traffic study area. In addition, the projected number of vehicles will likely exceed the applicable fine particulate matter ($PM_{2.5}$) screening threshold in the *CEQR Technical Manual*. Therefore, a microscale analysis of CO and PM mobile source emissions at intersections with the greatest anticipated impact will be conducted. Using computerized dispersion modeling techniques, the effects of project-generated traffic on CO and PM concentrations will be determined. In addition, the effect of the RWCDS parking facilities on air quality will be analyzed, and the results from that analysis will be combined with the intersection analyses, where applicable.

The mobile source air quality analysis will include the following tasks:

- *Gather existing air quality data*. Collect and summarize existing ambient air quality data for the study area. Specifically, ambient air quality monitoring data published by New York State Department of Environmental Conservation (NYSDEC) will be compiled for the analysis of existing and future conditions.
- *Determine receptor locations for the microscale analysis.* Select critical intersections in the study area, representing the locations with the highest potential total and incremental pollution impacts, based on data obtained from the traffic analysis. At these intersections, multiple receptor locations will be analyzed in accordance with *CEQR Technical Manual* guidelines.
- *Select dispersion models.* The refined U.S. Environmental Protection Agency (EPA) AERMOD model is proposed to predict the maximum change in CO and $PM_{2.5}$ concentrations, consistent with current EPA modeling guidance.
- *Emission calculation methodology and "worst-case" meteorological conditions*. Vehicular cruise and idle emissions for the dispersion modeling will be computed using EPA's MOVES model based on traffic volumes, speeds, and vehicle classification information developed for the transportation studies. Re-suspended road dust emission factors will be computed based on CEQR guidance and the EPA procedure defined in AP–42.

- At each microscale receptor site, calculate for each applicable peak period the maximum 1- and 8-hour average CO concentrations and maximum 24-hour and annual average $PM_{2.5}$ concentrations for No Action and With Action scenarios, for each of the analysis years for the proposed project. Concentrations will be determined for up to four peak periods for CO.
- *Perform an analysis for the RWCDS parking facilities.* The analysis will apply the procedures outlined in the *CEQR Technical Manual* for assessing potential impacts of CO and PM from proposed parking facilities. Cumulative impacts from on-street sources and emissions from parking facilities will be calculated, where appropriate.
- *Evaluate results*. Future pollutant levels with and without the proposed project will be compared with the CO National Ambient Air Quality Standards (NAAQS), and the *CEQR Technical Manual* CO and $PM_{2.5}$ *de minimis* guidance criteria, to determine the impacts of the Proposed Actions.
- *Mitigation*. For locations where significant adverse air quality impacts are predicted, identify and analyze appropriate mitigation measures to avoid or reduce those significant adverse impacts.

*STATIONARY SOURCE ANALYSIS*

The stationary source air quality impact analysis will determine the effects of emissions from heating and hot water systems on criteria pollutant levels (i.e., PM and/or nitrogen dioxide concentrations). Since the majority of the Project Area is located within a manufacturing zoned district, an analysis of emissions from existing industrial sources will be performed, as per the *CEQR Technical Manual*. Any large and major sources of emissions within 1,000 feet of the Project Area will also be examined, as described in the *CEQR Technical Manual*. Specifically, the stationary source air quality analysis will include the following tasks:

- A refined modeling analysis of the RWCDS' fossil fuel-fired heating and hot water systems will be prepared using the AERMOD model. Five recent years of meteorological data from the nearest representative National Weather Service station (LaGuardia Airport) and concurrent upper air data will be utilized for the simulation program. Concentrations of $NO_2$, sulfur dioxide ($SO_2$) (if assuming fuel oil), and particulate matter ($PM_{10}$ and $PM_{2.5}$) will be determined at off-site and on-site (project) receptor locations. Predicted concentrations will be compared with NAAQS and the CEQR $PM_{2.5}$ *de minimis* criteria for $PM_{2.5}$. In the event that exceedances of standards and/or criteria are predicted, design measures to reduce pollutant levels to within standards will be examined.
- An analysis of uses surrounding the Project Area will be conducted to determine the potential for impacts from existing or proposed industrial emissions. A field survey will be performed to determine if there are any manufacturing or processing facilities within 400 feet of potential new sensitive receptors within the Project Area. In addition, a search of federal and state air permits, and the DEP's Bureau of Environmental Compliance (BEC) files will be performed to determine if there are permits for any sources of toxic air compounds from industrial processes. If manufacturing or processing facilities are identified within 400 feet of the Project Area, an industrial stationary source air quality analysis, as detailed in the *CEQR Technical Manual*, will be performed. EPA's AERMOD refined dispersion model will be used to estimate the short-term and annual concentrations of critical pollutants at sensitive receptor locations. Predicted values will be compared with the short-term guideline concentrations (SGC) and annual guideline concentrations (AGC) reported in NYSDEC's DAR-1 AGC/SGC Tables guidance document to determine the potential for significant impacts.

- A review will be performed to identify any federal or state-permitted facilities within 1,000 feet of potential new sensitive receptors within the Project Area (Large and major sources of emissions, as described in the *CEQR Technical Manual*). If any sources are identified, a detailed stationary source analysis will be performed using the EPA AERMOD dispersion model to estimate the potential impacts on the RWCDS from nearby existing or proposed stationary sources. For this analysis, five years of meteorological data, consisting of surface data from LaGuardia Airport, and concurrent upper air data from Brookhaven, New York, will be used for the simulation modeling. Concentrations of the air contaminants of concern (i.e., PM, $SO_2$, and $NO_2$) will be determined at ground level receptors as well as elevated receptors representing floors of the proposed Development Sites. Predicted values will be compared with NAAQS, and the City's $PM_{2.5}$ *de minimis* criteria.

## TASK 15: GREENHOUSE GASES AND CLIMATE CHANGE

Because the RWCDS associated with the Proposed Actions would result in development exceeding the 350,000 gsf threshold requiring analysis of greenhouse gas (GHG) emissions, in accordance with the *CEQR Technical Manual*, GHG emissions generated by the Proposed Actions will be quantified, and an assessment of consistency with the City's established GHG reduction goal will be prepared. Emissions will be estimated for the analysis year and reported as carbon dioxide equivalent ($CO_2e$) metric tons per year. GHG emissions other than carbon dioxide ($CO_2$) will be included if they would account for a substantial portion of overall emissions, adjusted to account for the global warming potential.

In addition to GHG emissions, climate change has contributed to rising sea levels and increases in storm surge and coastal flooding. An analysis of climate change is deemed warranted for projects at sites located within the 100- or 500-year flood zone. A review of the City's flood hazard information was part of the EAS. The Project Area was found to be located over 1,000 feet outside of the nearest potential end-of-century flood hazard zone identified by the New York City Panel on Climate Change (NPCC). Therefore, the Proposed Development is unlikely to be impacted by future climate conditions, and an assessment of the potential impacts of climate change on the proposed project (e.g., sea level rise, flooding, etc.) is not warranted.

Relevant measures to reduce energy consumption and GHG emissions that could be incorporated into the proposed project will be discussed, and the potential for those measures to reduce GHG emissions from the Proposed Development will be assessed to the extent practicable. The With Action condition includes new developments that would be facilitated on the Projected Development Sites not controlled by the Applicant (Sites F, G, H, I, J and K), and therefore potential measures associated with those developments will not be quantified; a qualitative assessment of consistency with the City's established GHG reduction goal will be performed as part of the EIS.

The GHG analysis will consist of the following subtasks:

- Direct Emissions—GHG emissions from on-site boilers used for steam, heat, and hot water associated with the development sites projected as part of the Proposed Actions; and fuel used for on-site electricity generation (if any) will be quantified. Emissions will be based on the RWCDS and any available project-specific information regarding the Development Site's (Projected Development Sites A, B, C, D, and E) expected fuel use to be provided by the project team.
- Indirect Emissions—GHG emissions from purchased electricity and/or steam generated off-site and consumed on-site during operation will be estimated.

- Indirect Mobile Source Emissions—GHG emissions from vehicle trips to and from the Development Site and the Projected Development Sites not controlled by the Applicant will be quantified using trip distances and vehicle emission factors provided in the *CEQR Technical Manual*.
- Emissions from project construction and emissions associated with the extraction or production of construction materials will be qualitatively discussed. Opportunities for reducing GHG emissions associated with construction will be considered. Should a quantified assessment of construction GHG emissions be required by the lead agency, an analysis will be performed.
- Design features and operational measures to reduce the Development Site's energy use and GHG emissions will be discussed and quantified to the extent that information is available. A qualitative discussion of potential measures that may be included in the designs of the Projected Development Sites not controlled by the Applicant.
- Consistency with the City's GHG reduction goal will be assessed. While the City's overall goal is to reduce GHG emissions by 30 percent below 2005 levels by 2025 and net zero emissions by 2050, individual project consistency is evaluated based on building energy efficiency, proximity to transit, on-site renewable power and distributed generation, efforts to reduce on-road vehicle trips and/or to reduce the carbon fuel intensity or improve vehicle efficiency for project-generated vehicle trips, and other efforts to reduce the proposed project's carbon footprint.
- Consistency with recently passed New York City and New York State climate legislation will be assessed. New York City's Climate Mobilization Act and New York State's Climate Leadership and Community Protection Act have established additional GHG reduction goals along with required emission reduction measures (i.e., building emission intensities, and requirements for rooftop solar photovoltaic installation where practicable).

**TASK 16: NOISE**

The noise analysis will examine impacts of existing noise sources (e.g., vehicular traffic from adjacent roadways and nearby playgrounds) on the proposed noise-sensitive uses and the impacts of project-generated traffic on nearby noise-sensitive land uses. This will include noise monitoring to determine existing ambient noise levels. For CEQR purposes, it is assumed that a detailed analysis of the proposed development's mechanical equipment will not be required, because any heating, ventilation, and air conditioning (HVAC) equipment would be designed to meet applicable regulations. Consequently, the noise analysis will examine existing noise levels in the project area and the window/wall attenuation that would be required to provide acceptable interior noise levels at the Proposed Development. The subtasks are as follows:

- *Select appropriate noise descriptors.* Based upon CEQR criteria, the noise analysis will examine the 1-hour equivalent ($L_{eq}$) and the $L_{10}$ noise levels.
- *Screening Analysis.* Perform a screening analysis to determine whether there are any locations where there is the potential for the Proposed Actions to result in significant noise impacts (e.g., doubling of Noise Passenger Car Equivalents) due to project-generated traffic. If the results of the traffic study indicate that a doubling of traffic would occur, a mobile source noise analysis would be performed.
- *Select receptor locations.* Receptor sites analyzed will include locations where high existing ambient noise levels could adversely affect new residential and other sensitive uses associated with the Proposed Project.

- *Determine existing noise levels.* At each of the selected receptor locations, 20-minute measurements will be performed during typical weekday AM, midday, and PM peak periods, as well as the weekend midday peak period. Hourly $L_{eq}$, $L_1$, $L_{10}$, $L_{50}$, and $L_{90}$ values will be recorded. Due to the ongoing COVID-19 pandemic resulting in atypical levels of vehicular traffic activity, field measurements of noise levels may not represent expected noise exposure in the Rezoning Area. If current traffic conditions are deemed representative of typical conditions, field measurements will be used to determine existing noise levels. However, if current traffic conditions would not be representative of typical conditions, measured noise levels would be adjusted based on differences in traffic volumes between the current conditions and pre-COVID conditions as established in the Traffic analysis described in Task 13, "Transportation." The specific methodology and technical approach for the establishment of existing condition noise levels will be described in a memorandum submitted to the lead agency for comment and approval.
- *Determine future noise levels without the Proposed Actions*. At each of the receptor locations identified above, determine noise levels without the Proposed Actions using existing noise levels, acoustical fundamentals, and mathematical models.
- *Determine future noise levels with the Proposed Actions.* At all of the receptor locations identified above, determine noise levels with the Proposed Actions, including contribution from mobile noise sources (i.e., nearby traffic) and stationary sources (i.e., newly introduced playgrounds) using existing noise levels, acoustical fundamentals, and mathematical models.
- *Determine amount of building attenuation required.* The level of building attenuation necessary to satisfy CEQR requirements is a function of the exterior noise levels, and will be determined. Projected future noise levels will be compared to appropriate standards and guideline levels. As necessary, general noise attenuation measures needed for the project building to achieve compliance with standards and guideline levels will be recommended.

## TASK 17: PUBLIC HEALTH

According to the *CEQR Technical Manual*, a public health analysis is warranted if a project would result in a significant unmitigated adverse impact in other CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise. If unmitigated significant adverse impacts are identified in any of these technical areas, and the lead agency determines that a public health assessment is warranted, an analysis will be provided for the specific technical area or areas, in accordance with *CEQR Technical Manual* guidelines.

## TASK 18: NEIGHBORHOOD CHARACTER

Neighborhood character is determined by a number of factors, such as land use, urban design, visual resources, historic resources, socioeconomic conditions, traffic, and noise. Methodologies outlined in the *CEQR Technical Manual* will be used to provide a preliminary assessment of neighborhood character. This assessment would include:

- Based on other technical analyses, describe the predominant factors that contribute to defining the character of the neighborhood surrounding the Project Area.
- Based on planned development projects, public policy initiatives, and planned public improvements, summarize changes that can be expected in the character of the area in the future without the Proposed Actions.

- Evaluate whether the Proposed Actions have the potential to affect these defining features. Either through the potential for a significant adverse impact or a combination of moderate effects in the relevant technical areas.

If required based on the preliminary assessment, a detailed assessment of the Proposed Actions' effects on neighborhood character will be prepared.

**TASK 19: CONSTRUCTION**

Construction impacts, though temporary, can have a disruptive and noticeable effect on the adjacent community, as well as people passing through the area. The construction impact assessment will evaluate the duration and severity of the disruption and inconvenience to nearby areas. The construction assessment will focus on areas where construction activities may pose specific environmental problems. This assessment will describe the anticipated construction schedule and logistics, discuss on-site activities, and provide estimates of construction workers and truck deliveries.

Because the construction duration of the proposed project is anticipated to be long-term (i.e., greater than two years, in accordance with the *CEQR Technical Manual*), would involve the construction of multiple buildings, and the construction activities would occur in proximity to sensitive receptors (i.e., residences), the Proposed Project could have substantial and extended construction effects. Large-scale developments near sensitive receptor locations with a construction duration longer than two years typically require a quantitative assessment of the potential impacts of construction activities on air quality and noise.

Technical areas to be assessed include the following:

- ***Transportation Systems.*** This assessment will consider the proposed project's anticipated effects on the surrounding roadways, transit services, ~~and~~ pedestrian facilities, and parking during construction, and identify the increase in vehicle trips from construction workers and trucks. ~~Issues concerning construction worker parking, truck staging.~~ Based on the trip projections ~~of~~ for activities associated with peak construction for the proposed project, an assessment of potential transportation impacts during construction will be provided. The assessment will include a Level 1 (Trip Generation) and Level 2 (Trip Assignment) analysis to determine if the *CEQR Technical Manual* quantified transportation analyses thresholds (50 or more vehicle trips and/or 200 or more transit/pedestrian trips during a given peak hour) are exceeded. If warranted, ~~A~~ separate detailed analyses~~is~~ will be undertaken for locations identified as having the potential to be impacted by construction trips based on the results of this assessment and the findings of the operational impact analyses~~if this effort identifies such a need~~.
- ***Air Quality.*** A detailed dispersion analysis of construction sources will be performed to determine the potential for air quality impacts on sensitive receptor locations. Air pollutant sources would include combustion exhaust associated with non-road construction engines (e.g., cranes, excavators) and trucks operating on-site, construction-generated traffic on local roadways, as well as onsite activities (e.g., excavation, demolition) that generate dust. The pollutants of concern include CO, PM, and $NO_2$. The potential for significant impacts will be determined by a comparison of the model predicted concentrations to the National Ambient Air Quality Standards (NAAQS), or by comparison of the predicted increase in concentrations to applicable New York City *de minimis* criteria. The air quality analysis will also include a discussion of the strategies to reduce project-related air pollutant emissions associated with construction activities.

- ***Noise and Vibration.*** This section will contain a quantitative (modeling) analysis of noise from the Proposed Project's construction activity. Appropriate recommendations will be made to comply with DEP Rules for Citywide Construction Noise Mitigation and the New York City Noise Control Code. The detailed analysis will estimate construction noise levels based on projected activity and equipment usage for various stages of construction on the project sites. The projected construction noise levels will be compared to existing condition noise levels as determined by the operational noise analysis. The noise analysis will identify potential construction noise impacts based on the intensity, duration, and location of emissions relative to nearby sensitive locations. As necessary, feasible and practicable project-specific control measures to further reduce construction noise disruption to the surrounding community will be considered.

  Construction activities have the potential to result in vibration levels that may result in structural or architectural damage, and/or annoyance or interference with vibration-sensitive activities. A construction vibration assessment will be performed. This assessment will determine critical distances at which various pieces of equipment may cause damage or annoyance to nearby buildings based on the type of equipment, the building construction, and applicable vibration level criteria. Should it be necessary for certain construction equipment to be located closer to a building than its critical distance, vibration mitigation options will be proposed.
- ***Other Technical Areas.*** As appropriate, discuss other areas of environmental assessment for potential construction-related impacts, including but not limited to: historic and cultural resources, hazardous materials, open space, socioeconomic conditions, community facilities, and land use and neighborhood character.

**TASK 20: ALTERNATIVES**

The purpose of an Alternatives analysis in an EIS is to examine reasonable and feasible options that avoid or reduce project-related significant adverse impacts, while achieving the goals and objectives of the Proposed Actions. The alternatives are usually defined once the full extent of the Proposed Actions' impacts have been identified. However, the alternatives analyzed must include a No Action Alternative, as required by CEQR. (The No Action Alternative is the No Action condition described above.) The chapter may also include an alternative(s) that reduces any significant adverse impacts identified in the EIS analyses. If the Proposed Actions result in unmitigated significant adverse impacts, the EIS would also include a No Unmitigated Impacts Alternative. The alternatives analyses will be qualitative, except where significant adverse impacts of the Proposed Actions have been identified, or if an alternative with fewer overall impacts would nevertheless have new significant adverse impacts.

**TASK 21: MITIGATION**

Where significant impacts have been identified in the analyses discussed above, measures will be described to mitigate those impacts. This chapter will describe the practicable measures that could mitigate those impacts. These measures will be developed and coordinated with the responsible City and/or State agencies, as necessary. Where impacts cannot be fully mitigated, they will be disclosed as unavoidable adverse impacts.

**TASK 22: EIS SUMMARY CHAPTERS**

In accordance with the *CEQR Technical Manual*, the EIS would include the following summary chapters, where appropriate to the Proposed Actions:

- Unavoidable Adverse Impacts: which summarizes any significant adverse impacts that are unavoidable if a proposed action is implemented regardless of the mitigation employed (or if mitigation is impossible).
- Growth-Inducing Aspects of the Proposed Actions: which generally refer to "secondary" impacts of a proposed action that trigger further development.
- Irreversible and Irretrievable Commitments of Resources: which summarizes a proposed action and its impacts in terms of the loss of environmental resources (loss of vegetation, use of fossil fuels and materials for construction, etc.) both in the immediate future and long term.

**TASK 23: EXECUTIVE SUMMARY**

The EIS will include an Executive Summary, which will summarize relevant material from the body of the EIS to describe the Proposed Actions, their environmental impacts, measures to mitigate those impacts, and alternatives to the Proposed Actions. ✷

# APPENDIX A
# RESPONSE TO COMMENTS

# Appendix A: Response to Comments on the Draft Scope of Work

## A. INTRODUCTION

This appendix to the Final Scope of Work (FSOW) summarizes and responds to substantive comments received during the public comment period for the Draft Scope of Work (DSOW), issued on May 14, 2021, for the Draft Environmental Impact Statement (DEIS) for the proposed Innovation QNS project.

The virtual public scoping meeting on the DSOW was held on June 14, 2021. The comment period remained open until June 24, 2021.

Section B lists the organizations and individuals that provided comments relevant to the DSOW. Section C contains a summary of these relevant comments and a response to each. These summaries convey the substance of the comments made, but do not necessarily quote the comments verbatim. Comments are organized by subject matter and generally parallel the technical areas in Section D, "Proposed Scope of Work for the EIS," of the DSOW. Where more than one commenter expressed similar views, those comments have been grouped and addressed together. Commenters who expressed general support or general opposition but did not provide substantive comments on the DSOW are listed at the end of Section B. All written comments are included in Appendix B, "Written Comments Received on the Draft Scope of Work."

Where relevant, in response to comments on the DSOW, changes have been made and are shown with double underlines in the FSOW.

## B. LIST OF ORGANIZATIONS AND INDIVIDUALS WHO COMMENTED ON THE DRAFT SCOPE OF WORK[1]

### COMMUNITY BOARD

1. Marie Torniali, Chairperson, Community Board #1, Queens, letter dated June 14, 2021 (Torniali_001)

### ORGANIZATIONS AND BUSINESSES

2. Tony Barsamian, Steinway Astoria Partnership, oral testimony delivered June 14, 2021 (Barsamiam_045)
3. David Belt, Pioneer Works, oral testimony delivered June 14, 2021 (Belt_027)
4. Eric Benaim, Modern Spaces, oral testimony delivered June 14, 2021 (Benaim_038)
5. Seth Bornstein, Queens Economic Development Corporation, oral testimony delivered June 14, 2021 (Bornstein_019)
6. Tehmina Brohi, Urban Upbound, oral testimony delivered June 14, 2021 (Brohi_050)

[1] Notes in parentheses refer to procedural tracking numbers.

7. Claudia Coger, Astoria Houses, oral testimony delivered June 14, 2021 (Coger_048)
8. Joe DiStefano, oral testimony delivered June 14, 2021 (DiStefano_042)
9. Paola Duran, Director of Housing Development, HANAC, Inc., oral testimony notes received June 14, 2021 (Duran_015)
10. Paola Duran, HANAC, Inc, oral testimony delivered June 14, 2021 (Duran_023)
11. Nina Fiore, Astoria Film Festival, oral testimony delivered June 14, 2021 (Fiore_021)
12. Carl Goodman, MoMI, oral testimony delivered June 14, 2021 (Goodman_044)
13. Tom Grech, Queens Chamber of Commerce, oral testimony delivered June 14, 2021 (Grech_018)
14. Jack Griffin, Astoria Performing Arts Center, oral testimony delivered June 14, 2021 (Griffin_022)
15. Christopher Hanway, Executive Director, Jacob A. Riis Neighborhood Settlement, oral testimony delivered June 14, 2021 (Hanway_047) and oral testimony notes received June 14, 2021 (Hanway_006)
16. Corrine Hanyes, Queensbridge Public Housing, oral testimony delivered June 14, 2021 (Hanyes_039)
17. David Kilmnick, LGBT Network, oral testimony delivered June 14, 2021 (Kilmnick_046)
18. Kate Krug, Nontraditional Employment for Women, oral testimony delivered June 14, 2021 (Krug_025)
19. Gary LaBarbera, President, Building and Construction Trades Council of Greater New York & Vicinity, oral testimony delivered June 14, 2021 (LaBarbera_029) and oral testimony notes received June 14, 2021 (LaBarbera_005)
20. Silas Leavitt, Housing Development Coordinator, HANAC, Inc., oral testimony delivered June 14, 2021 (Leavitt_043) and oral testimony notes received June 14, 2021 (Leavitt_017)
21. Elizabeth Lusskin, Long Island City Partnership, oral testimony delivered June 14, 2021 (Lusskin_052)
22. Melva M. Miller, Chief Executive Officer, Association for a Better New York, oral testimony notes received June 21, 2021 (Miller_002)
23. Pastor Gilbert Pickett Sr, Eastern Baptist Association, oral testimony delivered June 14, 2021 (Pickett Sr_041)
24. John Carlo Pinto, Ferrari Driving School, oral testimony delivered June 14, 2021 (Pinto_034)
25. Sylvia Ruiz, oral testimony delivered June 14, 2021 (Ruiz_040)
26. Dr. Anju Rupchandani, Zone 126, oral testimony delivered June 14, 2021 (Rupchandani_035)
27. Charlie Samboy, Director of Government Affairs, New York Building Congress, oral testimony delivered June 14, 2021 (Samboy_020) and oral testimony notes received June 14, 2021 (Samboy_014)
28. Jennifer Walden, Queens County Farm Museum, oral testimony delivered June 14, 2021 (Walden_051)
29. Mark West, Mark A. West, Jr. Museum & Center for the Arts, oral testimony delivered June 14, 2021 (West_030)
30. Marrissa Williams, 32BJ, oral testimony delivered June 14, 2021 (Williams_028)

**GENERAL PUBLIC**

31. David Cheung, email dated June 17, 2021 (Cheung_008)
32. Matthew Coquard-Wallace, email dated June 17, 2021 (Coquard-Wallace_013)
33. Chris Efthimiou, email dated June 17, 2021 (Efthimiou_007)
34. Adam Fisher-Cox, email dated June 17, 2021 (Fisher-Cox_003)
35. Evie Hantzopoulos, oral testimony delivered June 14, 2021 (Hantzopoulos_033)

36. Rayaan Khatau, oral testimony delivered June 14, 2021 (Khatau_036)
37. Carolina Korth, oral testimony delivered June 14, 2021 (Korth_037)
38. Teresa McKinney, oral testimony delivered June 14, 2021 (McKinney_031)
39. Adam Nasser, email dated June 16, 2021 (Nasser_004)
40. Afroditi Pogiatzis, oral testimony delivered June 14, 2021 (Pogiatzis_026)
41. Robert Puswald, email dated June 23, 2021 (Puswald_016)
42. Lara Robinson, email dated June 23, 2021 (Robinson_011)
43. Domenico Sacramone, oral testimony delivered June 14, 2021 (Sacramone_049)
44. Jaya Saxena, email dated June 14, 2021 (Saxena_009)
45. Laura Shepard, Community Board 11, oral testimony delivered June 14, 2021 (Shepard_032)
46. Mark Turner, email dated June 17, 2021 (Turner_012)
47. Pamela Varady, email dated June 22, 2021 (Varady_054)
48. Zeehan Wazed, oral testimony delivered June 14, 2021 (Wazed_024)
49. Jordan Whalen, email dated June 20, 2021 (Whalen_010)
50. Carina Zhang, email dated June 27, 2021 (Zhang_053)

# C. COMMENTS AND RESPONSES

## COMMUNITY ENGAGEMENT AND PUBLIC PARTICIPATION

**Comment 1:** City Planning should better advertise and manage these hearings to keep speakers on topic. It might help to require they preregister and briefly describe their speaking points, or the Department could plan to have a webinar on how to evaluate a Scope of Work. (Torniali_001)

**Response:** As described in the Draft Scope of Work, the Proposed Actions are undergoing review as required by City Environmental Quality Review (CEQR) and in conformance with the 2020 *CEQR Technical Manual.* Public notice for the scoping meeting for the proposed Innovation QNS project, held on June 14, 2021, was conducted in compliance with New York State's Environmental Quality Review Act (SEQRA) and in accordance with the guidance of the *New York City Environmental Quality Review (*CEQR*) Technical Manual*. Due to the COVID-19 pandemic, the public scoping meetings have been held remotely. Prior to the meeting, the New York City Department of City Planning (DCP) provided instructions on how to participate in the remote meeting through the NYC Engage page. In addition, during the meeting, a separate call-in was provided to assist attendees who experienced technical issues or had question about participation. In addition, the Applicant published a notice of the scoping meeting on its website and notified stakeholders in the community by email.

**Comment 2:** Neither Community Board 1 nor Community Board 2 had any notification of the scoping meeting. (Shepard_032)

I just wanted to start by expressing my deep disappointment in this process, because the scoping meeting was not publicized by the Department of City Planning, nor was it publicized adequately by the Community Board. (Hantzopoulos_033)

**Response:** As noted above in the response to Comment 1, public noticing for the scoping meeting for the proposed Innovation QNS project was conducted in accordance with the requirements of SEQRA and CEQR. Copies of the Environmental Assessment Statement (EAS), Positive Declaration, Scoping Notice and Draft Scope of Work issued for the proposed project were sent by DCP to the Community Board on May 24, 2021, prior to the scoping meeting; additionally, the Community Board was notified by the Applicant.

## PROJECT DESCRIPTION

**Comment 3:** I would urge the committee to review the proposal for housing affordability so that average Astoria residents can afford units. (Efthimiou_007)

**Response:** Comment noted. As described in the Draft Scope of Work, the Proposed Actions would make the rezoning area a Mandatory Inclusionary Housing (MIH) area. The adoption of MIH citywide was supported by Queens Community Board (CB1), which serves the Project Area. Pursuant to the MIH Option 1 program, 25 percent of the residential floor area in the Proposed Development would be permanently affordable units (approximately 711 dwelling units [DUs]), a portion of which the Applicant intends to be senior affordable housing units (subject to the availability of existing programs). In addition, pursuant to MIH, new developments on other Project Development Sites in the rezoning area would provide affordable units: in total, the Proposed Actions would provide for 915 permanently affordable DUs pursuant to MIH. Under MIH, for developments utilizing Option 1, the weighted average of all income bands for affordable housing units must be less than 60 percent of the income index, at least 10 percent of the affordable units' floor area must be affordable within an income band at 40 percent of the income index, and no income band may exceed 130 percent of the income index.

**Comment 4:** A sizable well-designed public space is desperately needed in the neighborhood for all to enjoy. (Efthimiou_007)

**Response:** Comment noted. As described in the Draft Scope of Work, the Proposed Development would create a series of outdoor spaces which would be designed and programmed as publicly accessible open space. These spaces are intended to provide venues for programs such as art exhibits, covered outdoor seating serving the world market, performances, farmer's markets, and events. Additional detail on the proposed conceptual design for the publicly accessible open space and amenities has been added to the Final Scope of Work. In addition, the EIS will include an assessment of the potential for the Proposed Actions to result in a significant adverse impact on open space in the area, with consideration of the new public open space created as part of the Proposed Actions (see "Open Space" in the Final Scope of Work).

**Comment 5:** With the proposed density I can see how 1,600 parking spaces would be necessary but there is no mention of how parking in the neighborhood is already difficult. Parking is necessary but making at least 60 percent of the parking spots exclusively for zero emissions vehicles would go a long way to counter the added pollution of all the cars. (Puswald_016)

**Response:** All development facilitated by the Proposed Actions would support electric vehicle charging in parking areas pursuant to the NYC Building Code. Specifically, the NYC Building Code requires that all parking areas be equipped to supply electricity to at least 20 percent of the parking spaces in order to allow for electric vehicle charging stations. Plans for the parking garages to be included in the Proposed Development are not yet available, however, the Applicant will

provide electric vehicle charging stations; the number of stations will be determined based on code requirements and future demand. The EIS will include a parking demand forecast to document the ability of the proposed on-site accessory parking to accommodate all of the projected demand from the With Action RWCDS, and assess the potential for the Proposed Actions to result in a significant shortfall in on-street and off-street parking (see "Transportation" in the Final Scope of Work).

**Comment 6:** I didn't hear anything about free bike parking. It would be great if they could provide at least a few hundred free bicycle spaces. This is a great neighborhood to commute from/to by bike. (Puswald_016)

**Response:** Comment noted. As required by the New York City Zoning Resolution (ZR), all development facilitated by the Proposed Actions would be required to provide bike parking in new buildings. For example, for residential development, the ZR requires one bike parking space for every two residential units. The Applicant intends the Proposed Development as a mixed-use project with space to live and work, and will seek to encourage the use of alternative forms of transportation. As part of the Proposed Development, the Applicant will provide bike parking in buildings based on code requirements and bike racks will be provided on the sidewalks adjacent to the proposed publicly accessible open spaces.

**Comment 7:** It looks like the developers have made promises to various arts and community organizations, but I don't see the real need for it other than for a larger performance space/theater. There are many spaces of various sizes in the immediate area that are suitable for arts or community organizations and have been available for lease for a year or more. Is the developer offering these organizations permanent free space? (Puswald_016)

**Response:** Comment noted. The Applicant is working in partnership with local non-profit organizations regarding the proposed arts and community space in the Proposed Development. These organizations have stated to the Applicant a need for space to enhance and grow their operations and service delivery to the community. The Applicant intends to support these organizations and work with them to expand their reach within the Proposed Development.

**Comment 8:** With the exception of the open space adjacent to Playground 35, the proposed open spaces within the proposed project are orient[ed] toward the interiors of the blocks. This creates a sense that the spaces are cut off from the rest of the community and are private for residents' or customers' use. (Torniali_001)

**Response:** As described in the Draft Scope of Work, the proposed open spaces in the Proposed Development will be controlled as Public Access Areas (PAA). The publicly accessible open spaces have been designed and programmed pursuant to community input; additional detail on the proposed conceptual design for the

publicly accessible open space and amenities has been added to the Final Scope of Work. The largest open space (approximately 24,000 square feet) would be located on Block C directly adjacent to Playground Thirty Five XXXV, which opens up and fronts along 35st Avenue from Steinway to 41st streets. The open space on Block C is planned as a large civic oriented plaza, including a dog run and a walkway area along the playground's existing fence. This plaza is also planned to include other passive amenities such as large planters, public seating, a through-block pedestrian promenade, a water feature, a pavilion, a multipurpose lawn, and interactive public art. All of the Proposed Development's open space areas will open directly to the street and are intended to be open and inviting to visitors. In addition, the Applicant intends to provide programming in these areas that would be attractive to visitors, such as arts exhibits, performances, and farmer's markets. The open spaces are also intended to encourage circulation throughout the Proposed Development and serve as pathways to other public attractions and uses within it, such as the cinema and retail.

**Comment 9:** I'm skeptical of promises that this development will integrate with local businesses and organizations. And how much will an "affordable" unit cost per month? (Whalen_010)

**Response:** Comment noted. As noted in the response to Comment 7 above, the Applicant is coordinating with local non-profit organizations regarding the proposed arts and community space and intends to support these organizations and work with them to expand their reach within the Proposed Development.

As noted in the response to Comment 1 above, pursuant to the MIH Option 1 program, 25 percent of the residential floor area in the Proposed Development would be permanently affordable units. Under MIH, for developments utilizing Option 1, the weighted average of all income bands for affordable housing units must be less than 60 percent of the income index, at least 10 percent of the affordable units' floor area must be affordable within an income band at 40 percent of the income index, and no income band may exceed 130 percent of the income index. Based on 2021 AMI levels provided by the New York City Department of Housing Preservation and Development (HPD), over 300 apartments in the Proposed Development would have monthly rents below $1,000, and over 500 apartments (which includes approximately 200 2- or 3-bedroom apartments for larger families) would have monthly rents below $1,500. Monthly rents are expected to be similar in the additional affordable units developed under MIH requirements in new developments not controlled by the Applicant.

**Comment 10:** The proposed project will use opportunity zone tax incentives that were eliminated, and therefore we want to know how much profit the developer will be

making and make sure that the community benefits we receive as a result are equivalent. (Shepard_032)

I'm extremely concerned about the affordable housing. The developer is only going to build at the bare minimum and will receive tax abatements. Who compensates for that? The small-home owners and the surrounding area will have to compensate and our property tax will rise. We will pay for that. (Hantzopoulos_033, Nasser_004)

**Response:** Comment noted. See the response to Comment 3 above regarding the affordability levels of the affordable apartments in the Proposed Development. Pursuant to MIH, these apartments will be permanently affordable. As discussed in the Final Scope of Work, under the RWCDS, the Proposed Actions would include 914 dwelling units permanently affordable pursuant to MIH in support of the dire need for housing at a range of incomes in Astoria and the city.

*NUMBER OF PARKING SPACES*

**Comment 11:** It is essential that the number of parking spaces is drastically reduced. (Coquard-Wallace_013)

I recommend limiting the number of parking spaces so that driving is not encouraged in a neighborhood with excellent public transportation options and the need to lower carbon emissions. (Efthimiou_007)

New York City regrettably has parking minimums. In the absence of any legislation removing these, this development must be granted whatever variances needed to reduce the number of new parking spaces to as few as possible. (Fisher-Cox_003)

There are way too many parking spaces when we need to be removing car traffic from the area. (Robinson_011, Shepard_032, Whalen_010)

**Response:** The Applicant intends to provide on-site parking capacity (within the physical constraints of the Proposed Development) with the goal of minimizing the magnitude of any potential parking shortfalls during peak periods in the vicinity of the Project Area. However, as noted above, the Applicant also intends the Proposed Development to be a mixed-use project with space to live and work, and will seek to encourage the use of alternative forms of transportation.

**LAND USE, ZONING, AND PUBLIC POLICY**

**Comment 12:** The EIS should include an assessment to determine how exempting size limits on gyms or fitness centers in MX districts in Queens Community District 1 will impact areas outside the DEIS study area, such as Ravenswood and Dutch Kills where MX districts are mapped. Alternatively, the EIS should clarify that the requested exemption is limited to the proposed LSGD. (Torniali_001)

**Response:** Following the release of the Draft Scope of Work, a citywide zoning text amendment making Physical Culture Establishments (PCEs) as of right was adopted. Therefore, the Proposed Actions no longer include a text amendment to allow PCEs in a Special MX District in Community District 1 (CD1) Queens, and the PCEs proposed for the Proposed Development would be allowed as of right.

**Comment 13:** With the introduction of the proposed development into formerly active industrial area[s], the neighborhood surrounding the project site will be changed from a low-rise, medium-density residential neighborhood into a high-density, mixed-use, high activity area. The magnitude of this proposal will stimulate similar rezoning requests to redevelop both sides of Northern Boulevard, generally between 39th and 48th Streets, where there are very large lots that remain underdeveloped or used for open car sales or auto-related uses. The 1961 zoning M1-1 and M1-5 is still in effect in this corridor. (Torniali_001)

**Response:** Comment noted. The proposed rezoning would only apply to the Project Area and would not modify zoning on any other site. Any rezoning of other sites in the area would be subject to its own environmental review.

**Comment 14:** Queens and Astoria are the premier film and production center[s] for New York City. The demand for this type of space is growing. And to better understand the impacts, the environmental review should include the effects of the initial stages on the radio production offices. (Bornstein_019)

**Response:** Comment noted. Currently, the Proposed Development is not expected to include film production studios, and therefore the RWCDS for the Proposed Actions does not include any studio use. Should new studio space be contemplated as part of the RWCDS, such space would be incorporated into the EIS analyses.

**SOCIOECONOMIC CONDITIONS**

**Comment 15:** My biggest concern is the history of rezoning in the city and how it results in the loss of rent-stabilized units, pushes out residents of color and low-income residents, and ultimately results in an increase in rents in the area as landlords speculate and try to court wealthier residents. (Saxena_009)

**Response:** Comment noted. Neighborhoods throughout the city are experiencing a high demand for housing, which is placing significant upward pressure on residential rents. In response to this strong demand for housing, the City has undertaken multiple initiatives to increase the supply of housing for households of all incomes, including neighborhood planning, Mandatory Inclusionary Housing, and creating as well as preserving an unprecedented number of affordable housing units. The City and State have also actively enacted measures to protect existing tenants against harassment, eviction, and deregulation.

It should also be noted that the potential socioeconomic impacts of the Proposed Actions will be fully evaluated pursuant to CEQR, which includes assessing potential displacement effects. As described in the *CEQR Technical Manual*, an indirect residential displacement analysis is conducted to determine the potential impacts experienced by renters living in privately held units unprotected by rent control, rent stabilization, or other government regulations restricting rents.

**Comment 16:** The EIS should include an analysis of residents who are currently rent-burdened, paying more than 30 percent of income. (Torniali_001)

**Response:** The Socioeconomic Conditions assessment will include estimates of existing rent-burdened tenants.

**Comment 17:** The applicant is requesting a new Special Mixed-Use District (MX) encompassing an area previously occupied by 151,000 gsf of warehouse uses but does not include any new manufacturing uses that would be appropriate in the new mixed-use development. Instead, the development proposes the addition of >250,000 sf of office space even with the current high commercial vacancy rates. Manufacturing jobs are generally higher paying than those being proposed in retail, service and restaurant businesses which are the focus of this proposal.

- The EIS should include a description of the number and types of manufacturing jobs that were previously on site in the existing warehouses along with estimated wage comparisons between previous and proposed job types.
- Assess the impacts of almost 160,000 sf of new retail on the Steinway Street Corridor north of the project area as well as the small, local businesses on 35th and 36th Avenues west of the project area in the vicinity of the N/W subway line.
- Assess the impacts of proposed retail development on the Steinway Corridor as well as 35th and 36th Avenues if new store sizes are limited in size to less than 10,000 gsf or to UG6.
- Assess impacts of proposed big-box retail on vacancy rates along Steinway Street.
- Expand the analysis area for impacts of new retail greater than 10,000 gsf or include existing big-box stores (two supermarkets and a wholesale club) that are located south of Northern Boulevard at 43rd and 48th Streets. (Torniali_001)

**Response:** As detailed in the Draft Scope of Work, the analysis of direct business displacement will estimate the number of employees and the number and types of businesses that may be displaced by the Proposed Actions. The assessment will include estimates of average wages within industry sectors for which displacement would occur. The socioeconomic study area will be a half-mile radius (adjusted to census tracts) and will include the big box stores located south

of Northern Boulevard noted by the commenter, including the BJ's Wholesale Club and Stop and Shop Supermarket on 48th Street, and the Food Bazaar on 42nd Place.

Concerning the potential impacts of the Proposed Actions on existing local and big-box retail businesses in the study area, the indirect business displacement analysis will determine whether the Proposed Actions may introduce trends that make it difficult for those businesses that provide products or services essential to the local economy, or those subject to regulations or publicly adopted plans to preserve, enhance, or otherwise protect them, to remain in the area. This will include consideration of the proposed retail's effects on existing trends, but will not include an assessment of potential indirect business displacement due to retail market saturation, because the Proposed Actions' retail development would not exceed the thresholds set by the *CEQR Technical Manual*. According to the *CEQR Technical Manual*, projects such as the Proposed Actions which result in less than 200,000 square feet (sf) of retail development on a single site would not be expected to result in socioeconomic impacts due to retail market saturation. The Proposed Actions would result in a total of approximately 160,000 sf of retail development across multiple sites; as the Project Area would contain retail uses in the No Action condition, this would represent an increment of only 23,873 sf of retail development.

**Comment 18:** Public policy initiatives since MIH was adopted have encouraged larger developments in order to secure a minimum number of below-market MIH rental units. This policy results in buildings with 70–75 percent market rate rental units. Income tiers for the affordable units tend to be in the higher ranges between 80 percent and 130 percent of AMI to reduce the need for government rental subsidies or to lower the cost of cross-subsidizing units within the development. Proposed apartment mixes in new developments tend to favor studio to 2-bedroom apartments to increase the number of units and income. Unfortunately, most new buildings cannot accommodate families with children and the social dynamics in a neighborhood change and a community's economic characteristics and profiles are altered. (Torniali_001)

**Response:** Comment noted. Please see response to Comment 15. Additionally, although detailed designs are not available at this time, the Applicant intends to provide a wide variety of housing types for households of different sizes, including three-bedroom units, to meet the needs of the community and the diverse income ranges that will be supported by the Proposed Development's residential space. Based on the current projected unit mix, the Proposed Development's residential space would be comprised of 20 percent studios, 40 percent 1-bedroom units, 30 percent 2-bedroom units, and 10 percent 3-bedroom units. The unit mix for the Proposed Development's MIH units will follow the overall unit mix outlined above, with the exception of any dedicated senior housing. As noted in the Draft Scope of Work, the RWCDS assumes an average dwelling unit size of 850 square feet (sf)

for the purposes of estimating the number of units in the Proposed Development and the other projected developments in the Additional Affected Area. This is a conservative assumption for estimating the maximum number of units for the purposes of the environmental analysis of density related impacts, and does not preclude the residential space in the Proposed Development from including larger units that would accommodate larger households or families.

**Comment 19:** I believe that Innovation QNS will only serve to accelerate the ongoing gentrification of western Queens. This will bring middle and high-end families and individuals into what is traditionally a low-income area. Much like the other new developments in this area, it'll continue to push out the immigrants and lower income people of color that call this neighborhood home in favor of young professionals who do not work in this area. This is going to push out existing businesses. It's going to drive storefronts that we know and love into being hipster coffee shops and boutiques. (Khatau_036)

Twenty-three percent of households in Astoria are already rent-burdened and while they're not as bad as these other Brooklyn neighborhoods, they soon will be if projects like this continue. (Khatau_036)

**Response:** Comment noted. Neighborhoods throughout the city are experiencing a high demand for housing, which is placing significant upward pressure on residential rents. This is true for Queens, Astoria, the Project Area, and the Surrounding Area despite the area's zoning remaining unchanged since 1961. The Proposed Actions would facilitate the creation of both market rate and affordable homes, through MIH, that are accessible to a wide range of New Yorkers.

As detailed in the Draft Scope of Work, the Socioeconomic Conditions analysis will assess the potential for significant adverse impacts due to indirect residential and indirect business displacement, consistent with *CEQR Technical Manual* methodologies. In addition, the Proposed Actions include a Zoning Text Change to make the rezoning area a Mandatory Inclusionary Housing (MIH) area; under MIH, 25 percent of the residential floor area in all developments in the Project Area would be permanently affordable units. In total, the Proposed Actions are expected to result in 915 affordable units, including 711 affordable units in the Proposed Development and 204 affordable units in the Additional Affected Area.

**Comment 20:** What we need is affordable rent and I do not see how 26-story towers that are going to cast shadows for blocks to come is going to help that. It's actually going to accelerate gentrification. (Korth_037)

**Response:** Comment noted. The Proposed Actions would facilitate the creation of both market rate and affordable homes, through MIH, that area accessible to a wide range of New Yorkers. The proposed height is necessary to accommodate the proposed site plan and programing. This will be detailed throughout the EIS,

including in the Urban Design chapter, which goes into more detail about how the proposed programing—which includes a wide variety of housing options, office space for the creative industries and non-profits, neighborhood-serving healthcare facilities, retail, a state-of-the-art multiplex cinema, a full-service grocery store, thoughtfully programmed publicly accessible open spaces (which would occupy approximately 25 percent of the Development Site's land area)—results in taller buildings. The Urban Design chapter will also discuss how the density and bulk of the buildings have been shaped in response to the existing neighborhood characteristics and attributes. Additionally, as detailed in the Draft Scope of Work, the Socioeconomic Conditions analysis will assess the potential for significant adverse impacts due to indirect residential displacement, consistent with *CEQR Technical Manual* methodologies.

**COMMUNITY FACILITIES**

**Comment 21:** Overcrowding issues in the current local schools should be looked into before potentially adding thousands of new residents. (Puswald_016)

**Response:** As discussed in the Draft Scope of Work, the EIS will include an analysis of the potential impact of students generated by the Proposed Actions on schools. For elementary and intermediate schools, the analysis will discuss the most current information on enrollment, capacity, and utilization of the schools in the school district in which the Proposed Actions are located (Subdistrict 2 of Community School District 30). If the analysis identifies a potential for the Proposed Actions to result in significant adverse impacts to schools, potential practicable mitigation measures to avoid or reduce those significant adverse impacts will be identified.

**Comment 22:** The Scope of Work notes that detailed analysis of potential impacts on police and fire services, hospitals, and public health clinics is not warranted because the project "would not create a sizeable new neighborhood." The current population within a half mile of the project area (DCP Demographic Profile of 11 census tracts in CD1Q; American Community Survey) is estimated to be about 33,400 people and the Scope estimates a new increment of approximately 8,300 residents and 1,200 workers added to the neighborhood. That increment represents a new 24 percent population increase on blocks that were previously zoned for and occupied by commercial or manufacturing uses. That increment should warrant analysis for police, fire, and health service impacts in addition to schools, childcare centers and the Broadway library as proposed. (Torniali_001)

**Response:** As discussed in the Draft Scope of Work, the Project Area is in an established developed portion of the Astoria neighborhood. Notably, the Project Area blocks currently contain active commercial uses (such as the Regal Cinema and the PC Richard & Sons appliance store), a City park, and residential buildings, including several walk-up apartment buildings along Steinway Street. In addition, the

surrounding area contains large-scale commercial and cultural uses, such as the Kaufman Astoria Studios and the Museum of the Moving Image, and a low-scale residential area. Steinway Street to the north of the Project Area is also a major commercial corridor with retail facilities. In consideration of these existing uses that are served by the area's police, fire, and health care services, the Proposed Actions would not create a sizeable new neighborhood where none existed before, therefore, following *CEQR Technical Manual* guidance, a detailed analysis of police, fire, and health care is not warranted. The existing fire stations, police stations, hospitals, and public health clinics expected to serve the new development in the Project Area will be described in the EIS.

**Comment 23:** The developer is asking that if a school needs to be built, that the floor area be exempt. That is not giving the community anything. (Hantzopoulos_033)

**Response:** The proposed Zoning Text Change to exempt school square footage from Floor Area in the LSGD discussed in the Draft Scope of Work was intended to facilitate the development of a public school on a portion of the area controlled by the Applicant, if a school is determined to be required as part of the Proposed Actions. Based on consultation with the New York City School Construction Authority (SCA), it was determined that a public school is not necessary. Therefore, the Proposed Development does not include a public school and the Proposed Actions no longer include a text amendment to exempt school square footage from Floor Area in the LSGD.

**OPEN SPACE**

**Comment 24:** They mentioned 2.37 acres of open space. My question is how much of the open space will be active recreation space versus passive; we don't really have a lot of active recreation space in the neighborhood. It would be really helpful if some of the space was dedicated to active recreation, not only for the people who are going to live there be for the rest of us who live in the area. And if an active recreation space cannot be provided on site, are the developers amenable to possibly creating recreation space elsewhere or improving existing facilities? (Fiore_021)

**Response:** Additional detail on the proposed conceptual design for the publicly accessible open space and amenities has been added to the Final Scope of Work. In response to community input, and further consultation with the New York City Department of Parks and Recreation (NYC Parks), the proposed open space is planned to include active space. Specifically, one of the open spaces on Block A is planned to include a playscape for children, and the area extending along the entire 36th Avenue blockfront from 37th to 38th Streets is planned for additional potential active public use. The Open Space analysis in the EIS will assess the indirect impacts of the Proposed Actions on both passive and active open space based on the maximum residential and non-residential populations that would be

introduced using quantified ratios and qualitative factors. If the analysis identifies a potential for significant adverse impacts, potential practicable mitigation measures to avoid or reduce those significant adverse impacts will be identified; these measures may include improving an existing resource.

**SHADOWS**

**Comment 25:** 185- to 280-foot-tall buildings that the rezoning would allow will cast just shadows over the adjacent neighborhood west of any tall buildings in the morning and north of any tall buildings in the afternoon. Many other commercial and residential properties, as well as many of the proposed open spaces and existing parks will be in shadow for most if not all day. (Puswald_016)

The EIS should assess shadows that are cast building-on-building within the development as well as shadows cast across 35th Avenue onto the lower-density housing. The density and massing of the 12 new buildings will limit direct sunlight to units and open spaces in the central cores of the midblock buildings. (Torniali_001)

**Response:** The EIS will include a comprehensive shadow study that will follow the guidelines in the *CEQR Technical Manual*. The analysis will model shadows that the Proposed Development and projected development in the Additional Affected Area would cast on representative days in each season, quantify the extent and duration of new shadows that would fall on any sunlight-sensitive resources, and assess the impacts of the new shadows using *CEQR Technical Manual* guidelines. Sunlight-sensitive resources as defined in the *CEQR Technical Manual* include the active and passive recreational uses as well as the vegetation in publicly accessible parks, plazas, and other open spaces; Greenstreets planted medians; schoolyards (if open to the public outside school hours); and sunlight-dependent features of historic resources (such as stained-glass windows or historic gardens). Any uses or resources outside these categories—such as City streets and sidewalks; rear yards and other open spaces that are not publicly accessible; and building façades and roofs that have not been identified as sunlight-sensitive features of City, state, or federal historic resources—do not fall under the purview of the *CEQR Technical Manual* methodologies used for an EIS shadow study. However, with regard to surrounding properties, it should be noted that shadows move over the course of each day, falling west in the morning, north in mid-day, and east in the afternoon, and their lengths and angles also vary by season. Mid-day shadows in late spring and summer, for example, are equal in length to less than half a structure's height.

**URBAN DESIGN AND VISUAL RESOURCES**

**Comment 26:** The proposed development will alter the urban design and visual character of the project area. At various points as one walks, bikes or drives westbound, there is a

panoramic view toward the Manhattan skyline along Northern Boulevard. The proposed building heights and minimal distances between buildings should be assessed as to how they relate to or diminish the current visual corridor and the availability of direct sunlight on the sidewalks or north/south side streets within the LSGD. (Torniali_001)

**Response:** The potential for the Proposed Actions to affect the urban design and visual character of the Project Area and the surrounding study area will be addressed in the EIS, consistent with the Draft Scope of Work. The DEIS will analyze the potential for significant adverse impacts to Urban Design and Visual Resources according to guidance from the *CEQR Technical Manual*. The analysis will include consideration of views along Northern Boulevard. Streets and sidewalks are not considered in shadows analyses under the guidance of the *CEQR Technical Manual* (see also "Shadows" in the Draft Scope of Work and the response to Comment 25).

**Comment 27:** The 26-story and 20-story buildings are something that is out of scale,. (Hantzopoulos_033)

**Response:** Comment noted. The DEIS will analyze the potential for significant adverse impacts to Urban Design and Visual Resources according to guidance from the *CEQR Technical Manual*. The potential for the Proposed Actions to affect the urban design and visual character of the Project Area and the surrounding study area will be addressed in the EIS, consistent with the Draft Scope of Work. The analysis will consider the density and scale of the Proposed Development in relation to the surrounding area. The scale of the Proposed Development's buildings has been designed to accommodate the publicly accessible open space, which would occupy approximately 25 percent of the land area on the Development Site. In addition, as noted above in response to Comment 20, the proposed programing—which includes a wide variety of housing options, office space for the creative industries and non-profits, neighborhood-serving healthcare facilities, retail, a state-of-the-art multiplex cinema, a full-service grocery store, thoughtfully programmed publicly accessible open spaces (which would occupy approximately 25 percent of the Development Site's land area)—results in taller buildings. The Urban Design chapter will discuss how the density and bulk of the buildings have been shaped in response to the existing neighborhood characteristics and attributes.

**WATER AND SEWER INFRASTRUCTURE**

**Comment 28:** It is necessary that sewer and water utilities can handle such an influx of residents. (Efthimiou_007)

There's going to be approximately 7,000 new residents that will come as a result of this development. What is the impact going to be on our infrastructure and on our sewers? What's the impact going to be on our schools? (Hantzopoulos_033)

**Response:** As discussed in the Draft Scope of Work, the EIS will include an analysis of the Proposed Actions' potential effects on water supply infrastructure and wastewater conveyance and treatment infrastructure. The analysis will include projections of the water demand and wastewater generation resulting from the population introduced by the Proposed Actions. Based on the preliminary analysis, in coordination with the New York City Department of Environmental Protection (DEP), a more detailed assessment may be required if increased sanitary or stormwater discharges from the Project Area with the Proposed Actions are predicted to affect the capacity of portions of the existing sewer system. In addition, the EIS will include an analysis of the Proposed Actions' potential impacts on schools (see "Community Facilities and Services" in the Draft Scope of Work and the response to Comment 21).

## TRANSPORTATION

*TRAFFIC*

**Comment 29:** Accessory parking will cover approximately 3 million sf. The assessment should determine whether the proposed 1,600 spaces throughout the project are necessary or sufficient in relation to resident car ownership patterns and the anticipated number of visitors to the new commercial and cultural uses. Off- and on-street parking spaces should be analyzed beyond within a half-mile study area. (Torniali_001)

**Response:** Accessory parking would occupy approximately 213,000 gsf of the Proposed Development's approximately 3 million gsf of space. A parking demand forecast will be provided in the EIS to document the ability of the proposed on-site accessory parking on the Projected Development Sites to accommodate all of the projected demand from the With Action RWCDS, and assess the potential for a significant parking shortfall. Parking analyses typically assess conditions within one-quarter mile of a site, as this is the typical maximum distance that people are willing to walk to/from available parking.

**Comment 30:** Transportation and parking needs to be studied and analyzed to make sure that it's at future capacity. The operation studios of pedestrians and cyclists and transportation needs to be coordinated. In addition, any potential effects in the location of open space should be reviewed. (Bornstein_019)

**Response:** The transportation analyses in the EIS will assess the potential for the Proposed Actions to result in significant adverse impacts to traffic, transit and pedestrian conditions, and significant parking shortfalls. The analyses of operational traffic

and pedestrian conditions will be coordinated consistent with *CEQR Technical Manual* methodologies. See the response to Comment 4, above, regarding the analysis of open space.

*TRANSIT*

**Comment 31:** The R and M trains right now run pretty infrequently so hopefully the MTA can increase its frequency to counter the expected extra usage at the Steinway and 36th Street stations, and hopefully the developer can contribute something to spruce up those outdated stations. (Puswald_016)

**Response:** Comment noted. The analyses of subway station and line haul conditions will identify potential mitigation measures to address any significant adverse impacts that may be attributable to the Proposed Actions.

**Comment 32:** With subway stations on Steinway and Northern Boulevard at or reaching capacity, entrances and station platforms should be assessed to assure ADA access, adequacy to accommodate new peak hour demands and whether the efficiency of the stations can be improved. Include projected passenger trips generated by the new residential and commercial development, visitors to the cultural and commercial uses in the larger area as well as office workers in the Northern Boulevard commercial uses in the larger area as well as office workers in the Northern Boulevard commercial buildings. (Torniali_001)

**Response:** As described in the Draft Scope of Work, the subway analyses in the EIS will focus on three stations where demand from the Proposed Actions is expected to exceed the 200-trip *CEQR Technical Manual* analysis threshold during the weekday AM and PM peak hours – the Steinway Street (M/R), 36th Street (M/R), and 36th Avenue (N/W) stations. The analyses of station conditions and line haul conditions on the routes serving these stations will identify the potential for significant adverse impacts that may be attributable to the Proposed Actions. The analyses of future conditions will reflect both demand from the Proposed Actions as well as demand from other proposed residential, commercial and cultural development in proximity to the Project Area. Assessing the adequacy of ADA access at analyzed stations is the purview of MTA-NYCT and beyond the scope of this EIS.

**Comment 33:** As far as the number of units that this would help, I mean we're talking thousands, more than five thousand residents that would move to this neighborhood. I take the subway every single day, prior to the pandemic. It is so crowded already. There have been times where I've seen hundreds of people waiting on a platform. How on earth we could handle that many people is completely beyond me and it really makes me question whether or not any of the people who are supporting this actually take MTA, because we can't handle that. (Korth_037)

**Response:** Comment noted. See the response to Comment 32, above.

*OTHER*

**Comment 34:** The EIS should assess the need to increase bicycle storage and east/west area bike lanes are expected in Queens Community District 1 along with anticipated demographic changes. Assess additional bicycle storage on-site. (Torniali_001)

Assessment does not accurately call for bicycle counts, bicycle parking or bicycle routes. (Shepard_032)

**Response:** The Transportation chapter of the EIS will include a description of existing and planned bicycle routes in proximity to the Project Area and any bicycle parking that would be provided as part of the Proposed Actions. Assessing the need for new bicycle routes is beyond the scope of the EIS transportation analyses.

**GREENHOUSE GAS EMISSIONS**

**Comment 35:** I didn't see anything about how these buildings will utilize solar or wind power or even if they will commit to exclusively purchasing green energy from ConEd or one of the energy services companies (ESCOs). (Puswald_016)

**Response:** As described in the Draft Scope of Work, the climate change assessment will determine the Proposed Actions' consistency with the City and State's GHG reduction goals. Design features and operational measures to reduce GHG emissions will be discussed and quantified to the extent that information is available. New York City's Climate Mobilization Act and New York State's Climate Leadership and Community Protection Act have established additional GHG reduction goals along with required emission reduction measures including requirements for rooftop solar photovoltaic installation where practicable.

While decisions regarding construction and building design for privately owned properties not controlled by the Applicant would be made by the property developers for those sites, the climate change assessment will also include a qualitative discussion of potential measures in accordance with the City's regulations in effect at the time.

**MITIGATION**

**Comment 36:** What is the developer going to be paying to make sure that the rest of us who live here, our quality of life does not suffer as a result; whether it's going to be additional cars, or taxing the power grid, or people being displaced through secondary displacement. (Hantzopoulos_033)

**Response:** As discussed in the Draft Scope of Work, where significant adverse impacts are identified in the analyses, practicable measures that could mitigate those impacts

will be described. These measures will be developed and coordinated with the responsible City and/or State agencies, as necessary.

**GENERAL SUPPORT**

**Comment 37:** I'm in full support of the Innovation QNS project. It's a chance to bring jobs and economic development at a time when it is really needed. The Innovation QNS project will provide affordable housing to create opportunities for families and will make the area a 24/7 destination with exciting businesses.

(Barsamiam_045, Belt_027, Benaim_038, Brohi_050, Cheung_008, Coger_048, DiStefano_042, Duran_015, Duran_023, Goodman_044, Grech_018, Griffin_022, Hanway_006, Hanway_047, Hanyes_039, Kilmnick_046, Krug_025, LaBarbera_005, LaBarbera_029, Leavitt_017, Leavitt_043, Lusskin_052, McKinney_031, Miller_002, Pickett Sr_041, Pinto_034, Pogiatzis_026, Ruiz_040, Rupchandani_035, Sacramone_049, Samboy_014, Samboy_020, Turner_012, Varady_054, Walden_051, Wazed_024, West_030, Williams_028, Zhang_053) ✷

# APPENDIX B
# WRITTEN COMMENTS RECEIVED ON THE SCOPE

# City of New York
# Community Board #1, Queens

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***Borough President, Queens***
Maricela Cano
***Director, Community Boards***
Marie Torniali
***Chairperson***
Florence Koulouris
***District Manager***

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Dominic Stiller
***Health & Human Services***
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Daniel Aliberti
***Housing***
Evie Hantzopoulos
***Land Use & Zoning***
Gerald Caliendo
Elizabeth Erion
***Legal, Legislative, Parliamentary***
Avninder Aujla
***Office-Staff/Budget/PR***
Marie Torniali
***Parks/Recreation/ Cultural***
Katie Ellman
Kathleen Warnock
***Public Safety***
Ann Bruno
Antonio Meloni
***Transportation***
Mitchell Waxman

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Doreen Mohammed
Mary O'Hara
Dino Panagoulias
Juliet Payabyab
Yawne Robinson
Brian Romero
Andre Stith
Rod Townsend
Rosemary Yelton


***Amended Via Email***

June 14, 2021

Ms. Olga Abinader
Director
Environmental Assessment and Review Division
NYC Department of City Planning
120 Broadway, 31st Floor
New York, New York 10271

RE: CEQR No. 21DCP180Q Innovation QNS
Comments on Draft Scope of Work

Dear Ms. Abinader:

Early in the Innovation QNS project timeline, the applicant's team met once with CB1Q Land Use and Zoning Committee (LUC) on July 1, 2020 as part of their community outreach, giving an informational presentation and requesting feedback. After that initial introduction, the Committee scheduled and discussed the project concept and impacts during three monthly meetings that were held September 2, 2020, February 3, 2021 and May 26, 2021 meetings. The comments in this letter regarding the Draft Scope of Work (21DCP180Q) are drawn from the four CB1Q LUC discussions.

Proposed Actions

The proposed project area extends across five blocks (43 tax lots), generally bounded by 35th and 36th Avenues from 37th Street east to 43rd Street and Northern Boulevard. The applicant controls 21 lots within the project area (Sites A, B, C, D and E). The remaining 22 lots in the rezoning area are under separate ownership (Sites F, G, H, I, J and K). In order to facilitate construction of a new mixed-use, large-scale development with an arts and culture theme and publicly accessible open space, the applicant submitted 13 applications for CPC discretionary actions. The rezoning action would apply to all five blocks; a Large-Scale General Development (LSGD) designation would apply to the development on the applicant's lots.

Five Zoning Text Changes:

Creating a new MX District (ZR 123-00);
Establishing an MIH area (ZR Appendix F);
Exempting school floor area within the LSGD if one is required;
Making PCEs as of right in a Special MX District in CD1Q (ZR 74-744(a);
Reducing number of loading berths in MX District in CD1Q (ZR 74-745(b)

Seven CPC Special Permits:

Under ZR 74-743 to modify
- floor area (ZR 23-10, 43-10, 123-64).
- rear yards (ZR23-40, 43-40
- minimum distance between buildings (123-65, 23-711)
- height and setback (123-66); ZR 74-922

Under ZR 74-922 permit a food store and retail uses > 10,000 sf of floor area (ZR 42-10)
Under 74-744 (c) to modify sign regulations (ZR 123-40, 32-60)
Under ZR 74-531 increase number of accessory parking spaces in LSGD (ZR 123-70, 44-10, 25-10, 25-20)
Under ZR 74-745 to locate required spaces throughout 5 LSGD accessory group parking facilities
Under ZR 74-745 (a) to allow the distribution of parking spaces across the LSGD
Under ZR 74-745 (b) apply reduction of loading berths to Special MX District in CD1Q (ZR 44-50, 123-70)

Zoning Map Amendments
Change existing M1-1, M1-5, and C4-2A zoning districts to a Special Mixed-Use District (MX) consisting of M1-4/R7-3, M1-4/R7X, M1-4/R9 and M1-5/R9-1 zoning districts

Project Description
Following are the project elements that are listed in the Draft Scope of Work and will be assessed in the DEIS for potential effects. They include all the applicant's proposed development Sites A, B, C, D, E (approx. 2.9 million sf) as well as potential development (approx. 800,000 sf residential and commercial space) on sites that are within the rezoning area but not controlled by the applicant (Sites F, G, H, I, J, K).

- 12 buildings ranging in height from seven to 26 stories
- Total of 3.757 million GSF proposed and potential development in the project area:
  - 3.106 million GSF residential space - 3,600 dwelling units including 915 MIH units some with potential set-aside for seniors depending on available programs
  - 250,070 GSF office space
  - 542,985 GSF commercial - small business retail, gym and fitness centers, grocery, cinema, restaurants vehicle showroom
  - 107,720 SF community facility space-day care, community and performing arts centers
  - 100,000 SF of open space (2.3 acres) scattered throughout the five blocks with different recreational programs
  - 1,592 parking spaces
  - 80,000 SF elementary school site

Comments on the Draft Scope of Work

*Land Use, Zoning and Public Policy*
Add an assessment to determine how exempting size limits on gyms or fitness centers in MX districts in CD1Q will impact areas outside the DEIS study area, such as Ravenswood and Dutch Kills where MX districts are mapped. Or clarify that the requested exemption is limited to the LSGD.

*Socioeconomic Conditions*
Indirect Residential Displacement: Include an analysis of those currently rent-burdened, paying >30% of income.

Business Displacement: The applicant is requesting a new Special Mixed-Use District (MX) encompassing an area previously occupied by 151,000 gsf of warehouse uses but does not include any new manufacturing uses that would be appropriate in the new mixed-use development. Instead, the development proposes the addition of >250,000 sf of office space even with the current high commercial vacancy rates. Manufacturing jobs are generally higher paying than those being proposed in retail, service and restaurant businesses which are the focus of this proposal.

- Include a description of the number and types of manufacturing jobs that were previously on site in the existing warehouses along with estimated wage comparisons between previous and proposed job types.
- Assess the impacts of almost 160,000 sf of new retail on the Steinway Street Corridor north of the project area as well as the small, local businesses on 35th and 36th Avenues west of the project area in the vicinity of the N/W subway line.
- Assess the impacts of proposed retail development on the Steinway Corridor as well as 35th and 36th Avenues if new store sizes are limited in size to <10,000 gsf or to UG6.
- Assess impacts of proposed big-box retail on vacancy rates along Steinway Street.
- Expand the analysis area for impacts of new retail >10,000 gsf to include existing big- box stores (two supermarkets and a wholesale club) that are located south of Northern Boulevard at 43rd and 48th Streets.

*Community Facilities*
The Scope of Work notes that detailed analysis of potential impacts on police and fire services, hospitals and public health clinics is not warranted because the project "would not create a sizeable new neighborhood." The current population within a half mile of the project area (DCP Demographic Profile of 11 census tracts in CD1Q; American Community Survey) is estimated to be about 33,400 people and the Scope estimates a net increment of approximately 8,300 residents and 1,200 workers added to the neighborhood. That increment represents a new 24% population increase on blocks that were previously zoned for and occupied by commercial or manufacturing uses. That increment should warrant analysis for police, fire and health service impacts in addition to schools, childcare centers and the Broadway library as proposed.

*Open Space*
Spaces in and around the development will be assessed as to type, condition and use. With the exception of the open space adjacent to Playground 35, the proposed open spaces within the complex are orient toward the interiors of the development blocks. This creates a sense that the spaces are cut off from the rest of the community and are private for residents' or customers' use.

*Shadows*
Assess shadows that are cast building-on-building within the development as well as shadows cast across 35th Avenue onto the lower-density housing. The density and massing of the 12 new buildings limit direct sunlight to units and open spaces in the central cores of the midblock buildings.

*Urban Design and Visual Resources*
The proposed development will alter the urban design and visual character of the project area and will be assessed to determine if the changes to the pedestrian experience are significant and require further study. At various points as one walks, bikes or drives westbound, there is a panoramic view toward the Manhattan skyline along Northern Boulevard. The proposed building heights and minimal distances between buildings should be assessed as to how they relate to or diminish the current visual corridor and the availability of direct sunlight on the sidewalks of north/south side streets within the LSGD.

*Transportation*

- Accessory parking will cover approximately 3 million sf. Assessment should determine whether the proposed 1,600 spaces throughout the project are necessary or sufficient in relation to resident car ownership patterns and the anticipated number of visitors to the new commercial and cultural uses. Off- and on-street parking spaces should be analyzed beyond within a half-mile study boundary.
- With subway stations on Steinway and Northern Boulevard at or reaching capacity, entrances and station platforms, should be assessed to assure ADA access, adequacy to accommodate new peak hour demands and whether the efficiency of the stations can be improved. Include projected passenger trips generated by the new residential and commercial development, visitors to the cultural and commercial uses in the larger area as well as office workers in the Northern Boulevard commercial buildings.
- Assess the need to increase bicycle storage and east/west area bike lanes are expected in CD1Q along with anticipated demographic changes. Assess additional bicycle storage on-site.

*Neighborhood Character*

Effects of Public Policies

With the introduction of the proposed development into formerly active industrial area, the neighborhood surrounding the project site will be changed from a low-rise, medium-density residential neighborhood into a high-density, mixed-use, high activity area. It's anticipated that the magnitude of this proposal will stimulate similar rezoning requests to redevelopment both sides of Northern Boulevard, generally between 39th and 48th Streets where very large lots that remain underdeveloped or used for open car sales or auto-related uses. The 1961 zoning M1-1 and M1-5 is still effective this corridor.

Public policy initiatives since MIH was adopted have encouraged larger developments in order to secure a minimum number of below-market MIH rental units. This policy results in buildings with 70%-75% market rate rental units. Income tiers for the affordable units tend to be in the higher ranges between 80% and 130% of AMI to reduce the need for government rental subsidies or to lower the cost of cross-subsidizing units within the development. Proposed apartment mixes in new developments tend to favor studio to 2-bedroom apartments to increase the number of units and income. Unfortunately, most new buildings cannot accommodate families with children and the social dynamics in a neighborhood change and a community's economic characteristics and profiles are altered.

*General Comment*

Of the nearly 35 speakers who testified at the June 14th hearing, there were maybe 4 who actually addressed the Draft Scope topics or the effects the proposed development could have on the local community surrounding the project. The other 30 speakers, most from outside the immediate area, testified in support of the project. Whatever the intent was for that hearing, very little was done to ensure a thorough environmental assessment. City Planning should better advertise and manage these hearings to keep speakers on topic. It might help to require they preregister and briefly describe their speaking points, or the Department could plan to have a webinar on how to evaluate a Scope of Work.

Sincerely,

Marie Torniali
Chairperson

Elizabeth Erion, Co-Chair

Gerald Caliendo, Co-chair
Land Use and Zoning Committee

cc: Honorable Donovan Richards, Queens Borough President
Honorable Michael Gianaris
Honorable Jessica Ramos
Honorable Zohran Mamdani
Honorable Catherine Nolan
Honorable Brian Barnwell
Honorable Jimmy Van Bramer
Honorable Marisa Lago, Chair, City Planning Commission
Mr. Frank B. Perez, New York City Council, District 22
Mr. Irving Poy, Director, Land Use, BPQ
Ms. Alexis Wheeler, Deputy Director, Queens Office DCP
Mr. Stephen Everett, Queens Office DCP
Ms. Sarit Platkin, Queens Office DCP

**TESTIMONY OF PAOLA DURAN**
**DIRECTOR OF HOUSING DEVELOPMENT FOR HANAC, INC.**
**Monday June 14, 2021**

Good afternoon, my name is Paola Duran, Director of Housing Development for HANAC, Inc. On behalf of our team at HANAC, and some of our seniors present here today, I am here to voice our support of the rezoning application being presented by the development team.

HANAC is a nonprofit organization founded in 1972 in Astoria, and it is a city-based social service and affordable housing developer organization, that provides a wide range of programs and services; most of them in Queens. For the past 20 years, HANAC has played an ever-expanding role as an affordable housing developer in the City of New York. HANAC now owns and operates five full service residences that consist of 650 affordable units in Queens.

We at HANAC first met with the Innovation QNS team in the spring of 2020, when the project's partners reached out to us to hear our feedback on their proposal and to learn more about the services that HANAC provides to seniors. Shortly after that, HANAC and Innovation QNS formed a partnership, as both parties felt that HANAC's decades of experience operating senior affordable housing in Astoria made us the ideal organization to run Innovation QNS's senior affordable housing.

HANAC has been working in Queens for decades, and we are aware of the housing needs in the area. We are fully committed to the development of affordable housing and we support the Innovation QNS partners' efforts towards this goal, along with their goals of bringing economic development and educational facilities to our Astoria neighbors.

I thank you for the opportunity to testify and for your consideration in this matter.

PAOLA DURAN

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Christopher Hanway

Christopher Hanway Statement in Support of the Innovation QNS Project
June 14, 2021

Hello, thank you for allowing me to speak today. My name is Chris Hanway and I am speaking in support of Innovation QNS.

In my role as executive director of the Jacob A. Riis Neighborhood Settlement, I am responsible for overseeing a dedicated team that provides an array of services to youth, seniors, immigrants, and adults, at our community center in Long Island City, nestled within the Queensbridge Houses.

I have had a relationship with the team at Kaufman Astoria Studios for many years and have always known them as very involved members of the neighborhood's cultural and civic communities. When the Kaufman team, along with their partners, approached me about Innovation QNS, I immediately recognized the opportunity that this project could bring to Astoria and Long Island City, through its commendable affordable housing, open space, and job creation goals. Additionally, I was intrigued by the partner's efforts to program their project with spaces for local nonprofits and healthcare-focused facilities. For Riis Settlement, that means we would have access to vitally needed space for English Language classes, after school programs for children and youth, and adult education and enrichment classes.

The Innovation QNS partners didn't just want to talk about shared goals, they wanted to get to work. My team and I soon began to hammer out the details of a partnership with Innovation QNS. This partnership will allow the Riis Settlement to expand our reach to neighborhood youth and provide valuable after-school programming to students from an additional space within Innovation QNS.

Innovation QNS is the type of development proposal that I and many others in the neighborhood can get behind and at Riis Settlement, we endorse very, very few development projects. . I urge you to join me in supporting this project. Thank you.

BUILDING &
CONSTRUCTION
TRADES COUNCIL
OF GREATER NEW YORK

AFFILIATED WITH THE
BUILDING CONSTRUCTION TRADES DEPARTMENT
OF WASHINGTON, DC

BUILDING AND CONSTRUCTION TRADES COUNCIL
OF NEW YORK STATE

AMERICAN FEDERATION OF LABOR OF CONGRESS
OF INDUSTRIAL ORGANIZATION

GARY LaBARBERA
PRESIDENT

TESTIMONY

On behalf

BUILDING AND CONSTRUCTION TRADES COUNCIL OF GREATER NEW YORK AND VICINITY

In Support of the Innovation Queens Project

June 14, 2021

Good evening. I am Santos Rodriguez and I am here on behalf of Gary LaBarbera, President of the Building and Construction Trades Council of Greater New York & Vicinity, to testify in support of the Innovation Queens project.

The Building and Construction Trades Council is an organization of local building and construction trade unions that are affiliated with 15 International Unions in the North American Building Trades Union. Our local union affiliates represent approximately 100,000 union construction workers. The Building Trades mission is to raise the standard of living for all workers, to advocate for safe work conditions and to collectively advance working conditions for our affiliates' members, as well as all workers in New York City.

New York City is still recovering from the economic impact of Covid-19. Construction and economic development is a proven method of creating jobs and generating economic activity. Innovation Queens will help put people back to work and re-imagines a better way to utilize a largely vacant area of Queens. This project is expected to create approximately 3,700 construction jobs and 1,700 permanent jobs. The individuals employed on this project will work towards developing approximately 2,700 units of mixed income housing including approximately 700 permanently affordable and senior units. This project will also generate approximately 2 acres of public open space and space for a community wellness facility, including doctors' offices and clinics.

Innovation Queens brings a new vision to the southern end of Steinway Street, which currently houses parking lots, underutilized commercial and industrial buildings, and vacant spaces. The project is expected to generate $119 million in tax revenue during construction and $18 million recurring tax revenue that can help support critical investments in infrastructure and public services. It will also create space for small businesses, non-profits, start-ups in the creative industries.

The Building and Construction Trades Council of Greater New York and Vicinity supports projects like Innovation Queens. In a time where New York City is looking to rebound from the

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economic impact of Covid-19, construction projects that put people to work and re-purpose underutilized space are the types of creative projects that will move our City forward.

We thank you again for this opportunity to testify in support of this project.

**TESTIMONY OF SILAS LEAVITT**
**HOUSING DEVELOPMENT COORDINATOR FOR HANAC, INC.**
**Monday June 14, 2021**

Hello, my name is Silas Leavitt and I am the Housing Development Coordinator at HANAC, Inc. I would like to thank you for hearing my testimony in support of the Innovation QNS project.

As Paola mentioned, HANAC is a social services and affordable housing non-profit based in Astoria, Queens. HANAC provides a wide range of vital services to the Queens community, and we are committed to promoting and encouraging the growth of affordable housing and the community services necessary for the health and well-being of Queen's residents.

HANAC has been involved with the Innovation QNS project since the spring of 2020, when the project's partners reached out to us to hear our feedback on their proposal and to learn more about the services that HANAC provides to seniors as an Astoria-based nonprofit. Shortly after that, HANAC and Innovation QNS formed a partnership, as both parties felt that HANAC's decades of experience operating senior affordable housing in Astoria made us the ideal organization to run Innovation QNS's senior affordable housing.

HANAC currently provides affordable housing to approximately 1000 seniors in our 5 different senior residents. The services that we provide to our seniors, which allow them to age comfortably, stay connected, and lead healthy, fulfilling lifestyles include case management, meal services, and educational and fitness based activities.

The need for Senior Housing in NYC and in Queens is especially high and poised to grow even higher. Innovation QNS will not only create additional affordable and supportive homes for seniors, it will also integrate these residences into a larger community ripe with open space, healthcare facilities, and ground floor spaces operated by local nonprofits and neighborhood serving businesses. Access to affordable housing and holistic services like the ones proposed by Innovation QNS are important component of helping our seniors gracefully age in place in their neighborhoods.

I would like to once again thank you for hearing my testimony in support of the Innovation QNS project.

SILAS LEAVITT

**WRITTEN TESTIMONY FROM THE ASSOCIATION FOR A BETTER NEW YORK SUBMITTED TO THE DEPARTMENT OF CITY PLANNING FOR THE SCOPING HEARING ON INNOVATION QNS**

June 21, 2021

Thank you for the opportunity to submit written testimony on behalf of the Association for a Better New York (ABNY). My name is Melva M. Miller, and I am the Chief Executive Officer of ABNY.

The Association for a Better New York (ABNY) is a nonprofit organization dedicated to the healthy growth and renewal of New York City's people, businesses, and communities. We are a 50-year-old civic organization representing corporations, nonprofits, unions, government authorities, and educational, cultural, and health institutions. We strive to promote connections between the public and private sectors to make New York City a better place to live, work, and visit for all.

ABNY has long been committed to celebrating New York City and working to create a more vibrant, prosperous place to for all New Yorkers. We are also a civic association grounded in the principle of finding creative solutions to our City's fiscal issues. Innovation QNS is a compelling project proposed at a crucial moment for our City, and I am writing in support of this proposal to create a mixed-use district that would align directly with these guiding principles.

Moving forward with the proposed Innovation QNS development would activate sites that have been inactive or underutilized for decades—detracting from rather than complementing the adjacent Steinway Street commercial corridor and Kaufman Arts District. The potential to create more than 700 permanently affordable apartments, including housing for seniors to age in place, could help alleviate some of the demands for a variety of new housing in the neighborhood. Innovation QNS would build upon and sustain the positive economic activity generated by Kaufman Astoria Studios. The creation of new commercial office space could attract innovation economy companies, building upon the public policy goals set forth by former Queens Borough President Melinda Katz and shared by current Borough President Donovan Richards.

Innovation QNS also would support lifetime learning initiatives that could provide Queens residents with educational and training opportunities that would allow them access to jobs in these companies. I have spent my career working to create opportunities for New Yorkers to access good jobs that allow for career development and economic mobility and wealth. This is more important than ever given the disproportionate impact of the COVID-19 pandemic on historically low-income and disenfranchised communities. In addition, arts programming would attract new visitors to the area, which would benefit local restaurants and small businesses and cultural institutions like the Museum of the Moving Image.

For these reasons, ABNY lends its support to the Innovation QNS proposal and is pleased that the City is beginning the public review process.

Thank you.

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NEW YORK BUILDING CONGRESS 100 YEARS

June 14, 2021

## TESTIMONY AT THE CITY PLANNING SCOPING MEETING FOR THE INNOVATION QNS PROPOSAL

To the Commissioners of the City Planning Commission, I am Charlie Samboy, Director of Government Affairs for the New York Building Congress, and we are excited to be present today to provide testimony in support of the Innovation QNS proposal.

For 100 years, the New York Building Congress has advocated for infrastructure investment, pursued job creation and promoted preservation and growth in the New York region. Our association is made up of over 525 organizations comprised of more than 250,000 skilled professionals and tradespeople. Through our members, events and various committees, we seek to address the critical issues of the building industry and promote the economic and social advancement of our city and its residents.

With that in mind, the Building Congress proudly supports the Innovation QNS proposal and the positive impact it will have on Astoria as well as the broader city and state economies. Before March 2020, the building industry in New York City was thriving. A recent report by the State Comptroller's Office found our industry was the fastest-growing sector from 2011-19 with a 43.5-percent jump in jobs. All of that was brought to a grinding halt when the pandemic began; most of that decade of progress has been nearly wiped away. Projects like Innovation QNS will help the industry and city recover from the loss of over 70,000 direct and indirect jobs and $5 billion in wages.

As we emerge from the COVID-19 pandemic, the building industry will provide an immediate and essential boost to the economies of our city and state while bringing thousands of people back to work. At a time when the city and state are in dire need of revenue and residents in need of employment, Innovation QNS will support the recovery efforts through the creation of over 3,700 construction jobs and more than $100 million in tax revenue during the construction phase alone. Innovation QNS, however, is much more than just creating jobs and helping the city recover from the COVID-19 pandemic. This will anchor the resurgence of Western Queens and further a community-led vision for a truly walkable, mixed-use neighborhood.

The Innovation QNS proposal seeks to help Western Queens achieve all its potential and advance economic development and urban planning policies supported by the Building Congress. By creating more than two acres of open space, an arts and culture hub and enhanced streetscapes, Innovation QNS will provide amenities that are currently unavailable within a reasonable distance for Astoria residents and neighbors. The proposal will also help tackle the housing crisis by developing over 2,800 units of mixed-income apartments, including over 700 of which will be permanently affordable. Lastly, as the way we work continues to evolve and businesses and entrepreneurs need new space to bring their creativity to life, Innovation QNS will provide 250,000 square feet of space for small businesses, startups and nonprofits.

Experience has taught us the private sector is a vital partner along our road to recovery. Private investments will help build New York back better and demonstrate that the city continues to be an attractive place to live, work and play. The leadership team behind Innovation QNS is uniquely qualified to help bring this community-led vision to life. They have led historic revitalization efforts before, including in Astoria, and are ready to do so again as we emerge from the current economic crisis. Additionally, they have demonstrated their commitment to the community by creating forums over the last three years where residents can help inform this proposal and have been extremely intentional about partnering with reputable, local institutions.

Once again, the New York Building Congress is proud to support the Innovation QNS proposal, which will aid the economic recoveries of the city and state by creating thousands of jobs while also supporting the needs of the residents and historic institutions of Western Queens. We look forward to learning more about the positive impact this project will have and seeing how the future of the Steinway corridor evolves.



| | |
|---|---|
| **From:** | David Cheung |
| **To:** | 21DCP180Q_DL |
| **Subject:** | Plans for astoria and lic |
| **Date:** | Thursday, June 17, 2021 9:59:30 AM |

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I've lived here for a year now, though many past residents feel new commercial and mix use project re.ovr local residents, I'm a new resident and I hope to see past and future residents to get more opportunities in the area.. instead of stopping improvement, I believe they should allow them to rezone and pass through. I hope they find employment that will become more convenient for them in the area. I hope they will make more income from these projects too and not get priced out but to be included. New York has always moved foward throughout the years but it has improved many lives. I hope to see a vibrant neighborhood with mixed culture and inclucivity.

**From:** Matthew Coquard-Wallace
**To:** 21DCP180Q_DL
**Subject:** Innovation Queens
**Date:** Thursday, June 17, 2021 12:31:43 AM

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While the development in general is too large, it is essential that the number of parking spaces is drastically reduced.

Sunnyside Resident

**From:** Chris Efthimiou
**To:** 21DCP180Q_DL
**Subject:** Comments on Innovation Queens
**Date:** Thursday, June 17, 2021 10:27:40 AM

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Hello Innovation Queens Planning Committee,

I would urge the committee to review the proposal for housing affordability so that average Astoria residents can afford units. A housing complex with high earning, minimally present tenants will not serve the neighborhood well. It is also necessary that sewer and water utilities can handle such an influx of residents. I also recommended limiting the number of parking spaces so that driving is not encouraged in a neighborhood with excellent public transportation options and the need to lower carbon footprint. Finally a sizable well-designed public space is desperately needed in the neighborhood for all to enjoy.

Thank you,

Chris Efthimiou
32-84 30th Street 4L
Astoria, NY 11106

**From:** Adam Fisher-Cox
**To:** 21DCP180Q_DL
**Subject:** Innovation QNS
**Date:** Thursday, June 17, 2021 6:31:22 PM

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Hello,

The proposed Innovation QNS development could be an exciting addition to Astoria. Building more housing of all types is necessary, as well as developing empty parking lots and car infrastructure in a dense neighborhood with high asthma rates.

However, the amount of parking planned here is astonishing. For a site near multiple train stations, to include hundreds of parking spaces is pure climate denial. Building parking invites residents to buy cars, which in turns floods our already unsafe, crowded, and polluted streets at a time when we are seeing the successes of removing cars from the public sphere in the form of better bike and bus infrastructure and the huge success of Open Streets.

New York City regrettably has parking minimums. In the absence of any legislation removing these, this development must be granted whatever variances needed to reduce the number of new parking spaces to as few as possible. Otherwise, it should not go forward. Do not allow more climate-hostile construction in our city.

Thank you,
Adam Fisher-Cox

**From:** Adam Nasser
**To:** 21DCP180Q_DL
**Subject:** Opposing Innovation QNS
**Date:** Wednesday, June 16, 2021 2:30:31 PM

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I am a local Astoria resident and I oppose Innovation QNS for the reasons that Evie Hantzopoulos articulated at the hearing. Everyone I know who actually lives in Astoria opposes it. No to gentrification which profits developers at the expense of the community living here.

Adam Nasser

**From:** Bob P
**To:** 21DCP180Q_DL
**Subject:** Innovation QNS project
**Date:** Wednesday, June 23, 2021 3:37:31 PM

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Thank you for the presentation and the opportunity to comment.

I own property adjacent to the planned project and since Kaufman has been a good neighbor over the past several decades I am overall in favor of redevelopment of those under utilized blocks but a couple things concern me:

SHADOWS
185 to 280 foot tall buildings that the rezoning would allow will cast huge shadows over the adjacent neighborhood west of any tall buildings in the morning and north of any tall buildings in the afternoon. I was going to install solar panels on my roof but it looks like I will have shadow on my building many days from dawn until noon so that investment needs to be put on hold. Many other commercial and residential properties, as well as many of the proposed open spaces and existing parks will be in shadow for most if not all day. I used to work in the Financial District and it was sad to look out of our office windows at lunch time to see people huddled in the small bits of sunlight that were able to squeeze between the tall buildings on the cooler autumn, winter and spring days.
I appreciate that someone from the development team came online to state that they conducted a shadow study but it was completely glossed over in a few seconds with zero detail.

SCHOOLS
I think it is pretty bold for the developer to ask for bonus square footage to build a school building when they are already asking for so much already. I don't know anything about overcrowding issues in the current local schools but that should be looked into before potentially adding thousands of new residents.

GREEN-ness
I didn't see anything about how these buildings will utilize solar or wind power or even if they will commit to exclusively purchasing green energy from ConEd or one of the ESCOs. I realize that anything that they can do will be just a drop in the bucket but the developers should at least commit to doing something.

PARKING/BIKES
With the proposed density I can see how 1600+ parking spaces would be necessary but no mention of how many of those would be exclusively for electric vehicles. Cars are a necessity for many people and parking in the neighborhood is already difficult so parking is necessary but making at least 60% of the parking spots exclusively for zero emissions vehicles would go a long way to counter the added pollution of all the cars.
I didn't hear anything about free bike parking. It would be great if they could provide at least a few hundred free bicycle spaces. This is a great neighborhood to commute from/to by bike.

SUBWAYS
The R and M trains right now run pretty infrequently so hopefully the MTA can increase its frequency to counter the expected extra usage at the Steinway and 36 St stations but hopefully the developer can contribute something to spruce up those outdated stations.

ARTS & COMMUNITY SPACE
It looks like the developers have made promises to various arts and community organizations which is great but I don't see the real need for it other than for a larger performance space/theater. There are many spaces of various sizes in the immediate area of many of the commenting organizations that are suitable for arts or community organizations and have been available for lease for a year or more. Is the developer offering these organizations forever free space? My building has several spaces available immediately adjacent to the project for 11 1/2 months and we have had exactly zero inquiries from any art/community organization.

Once again thank you for allowing me to comment,
Robert Puswald

**From:** Lara Robinson
**To:** 21DCP180Q_DL
**Subject:** [SUSPECTED SPAM] Comment on the Draft Scope of Work
**Date:** Wednesday, June 23, 2021 12:20:13 PM

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I live at 34-26 41st st, Long Island City, NY 11101, which is on the border of this development. I am opposed to the draft scope of work. These buildings are way oversized and are not going to serve the community. We need truly affordable housing, not mostly overpriced luxury apartments with a few "affordable" units that no one actually working in the area could afford. There are way too many parking spaces when we need to be removing car traffic from the area.

**From:** Jaya Saxena
**To:** 21DCP180Q_DL
**Subject:** Written comments on the City Planning Scoping Meeting for Innovation QNS
**Date:** Monday, June 14, 2021 11:53:01 AM

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To whom it may concern,
As a lifelong resident of New York City, and an Astoria resident for the past 12 years, I wanted to speak against the proposed Innovation QNS development. I have numerous concerns, but my biggest one is looking at the history of rezoning in the city and how it literally always results in the loss of rent-stabilized units, pushes out residents of color and low-income residents, and ultimately results in an increase in rents in the area as landlords speculate and try to court wealthier residents. And the promises of "affordable" housing never results in housing that is actually affordable for the people who are being displaced. The proposed development would be detrimental for the people already in this community, and I wholeheartedly oppose it.

Sincerely,
Jaya Saxena
11106

**From:** Mark Turner
**To:** 21DCP180Q_DL
**Subject:** Innovation QUEENS/ASTORIA
**Date:** Thursday, June 17, 2021 7:47:40 AM

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Build it. Use money from the Biden Administration Stimulus plan before Deblasio leaves office!

The next mayor will only deplete it

**From:** Pamela Varady
**To:** 21DCP180Q_DL
**Subject:** Inovation QNS
**Date:** Thursday, July 22, 2021 5:22:09 PM

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I am a strong advocate for small businesses and this project, Inivation QS will help small businesses thrive!!

Since when did all development become bad for small businesses? Some people have a knee-jerk reaction to “development", as if it is a bad word, and this orthodoxy is growing more ludicrous by the minute.

Instead, we should all be asking: WHO will be living here and WHAT will they spend their money on?

The kinds of folks who would want to live here will be the kind that ENJOY diversity, they LOVE ethnic foods, and bodegas, and stores in the neighborhood that are interesting. They like diversity and food and languages from across the globe. And they feel good about themselves supporting small businesses.

They are NOT the people who want to live in Manhattan on Park Ave, and only make purchases at high-end Saks FifthAve stores, and similarly marketed commercial establishments. Nor would these potential Astoria residents be caught dead in Soho with the ridiculous prices on clothes that only a size zero can wear.

This Astoria crowd likes eating/dinning on Indian, Oaxaccan, Jamaican, Greek, Italian, Ethiopian-- ALL ethnic foods and will add much to family owned, small businesses and restaurants.

Bottom line: This type of development will attract new and old Astoria residents who want ethnic diversity and their spending habits will go towards small businesses. They do not want Park Ave or even the less ridiculously expensive, but plain midtown areas of Manhattan.

The little stores that need our support the most will benefit the most from this development. Small stores are “in" for this crowd. (Plus, Innovation QNS will create thousands of jobs in the area, many permanent jobs. Last I heard, jobs are a good thing. )

I am liberal, — but please fellow progressives: KNOW YOUR AUDIENCE.
STOP with the rigid linear thinking that progress HURTS the middle class, and lower economic groups--those you love. WE most definitely need this development to support small businesses and their economic growth.

It's like thinking if birds didn’t have air beneath them they would fly faster- wrong- they would collapse to the ground and die. Saying, “no" to development will actually hurt the smaller businesses IN THIS CASE. Taking away progress is like removing the air beneath the birds and expecting them to fly faster, better. (I think Kant said something to this effect.)

Sincerely,
Pamela Varady

**From:** Jordan Whalen
**To:** 21DCP180Q_DL
**Subject:** Innovation QNS
**Date:** Sunday, June 20, 2021 10:01:54 AM

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To whom it may concern,

My name is Jordan Whalen and I've lived right here in Astoria for the past six years. It is my home and my community and I've come to understand just how special this neighborhood is. It has somehow avoided the fate of Long Island City, with nothing but glass skyscrapers and upscale amenities sapping the vibrancy and authenticity of their neighborhood.

This is why I wanted to voice my serious concern for Innovation QNS. More and more details are coming in on the project and I'm vehemently against a project that includes over 1600 parking spaces that will be completed in a decade. This is not the direction that we need for queens, where streets are already clogged and climate change is affecting the city and will only get worse in ten years.

I'm also extremely skeptical of promises that this development will truly integrate with local businesses and organizations. And how much will an "affordable" unit cost per month? Affordable housing in the city is famously not affordable for anyone who needs it. $2400/month for a one bedroom isn't affordable.

If you're serious about helping the community and create affordable housing that's actually affordable then perhaps you will sway my opinion. But this city has a terrible track record of letting luxury housing developers make promises and never hold them to account when they don't follow through. This happened with the pencil skyscrapers just south of Central Park and all over the city. I do not want my community to lose what makes it special all in the name of profits and development.

Sincerely,

Jordan Whalen
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jowhalen@gmail.com
515-520-7777

**From:** Carina Zhang
**To:** 21DCP180Q_DL
**Subject:** [SUSPECTED SPAM] Astoria resident in support of Innovation QNS
**Date:** Sunday, June 27, 2021 11:12:10 PM

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Dear city planning team,

My name is Carina, and I just moved from Manhattan to Astoria. I was surprised to see how much Long island city has developed much faster compared to Astoria. We need more commercial space, just like Long Island city, to create more job opportunities. Once there are more jobs and commercial spaces, everyone will be better off in this area, with better amenities, cleaner streets, and etc available to everyone. We want to live in Astoria and have a family here, but the streets condition now are just a hard sale to young couples. More importantly, the lack of entertainment options is also a huge drawback. I live in a building called Neighborly, and every one of us nearly all thinks this way. I strongly support this project and I think my opinion echos for many young working couples in this area.

Best,
Carina
--

Carina Zhang
Class of 2020
Stanford University

# APPENDIX C
# TRANSPORTATION PLANNING FACTORS

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**DRAFT**

# TECHNICAL MEMORANDUM

**TO:** **NYCDCP**

**FROM:** **Philip Habib & Associates**

**DATE:** **April 4, 2022**

**PROJECT:** **Innovation QNS EIS (PHA No. 17-113)**

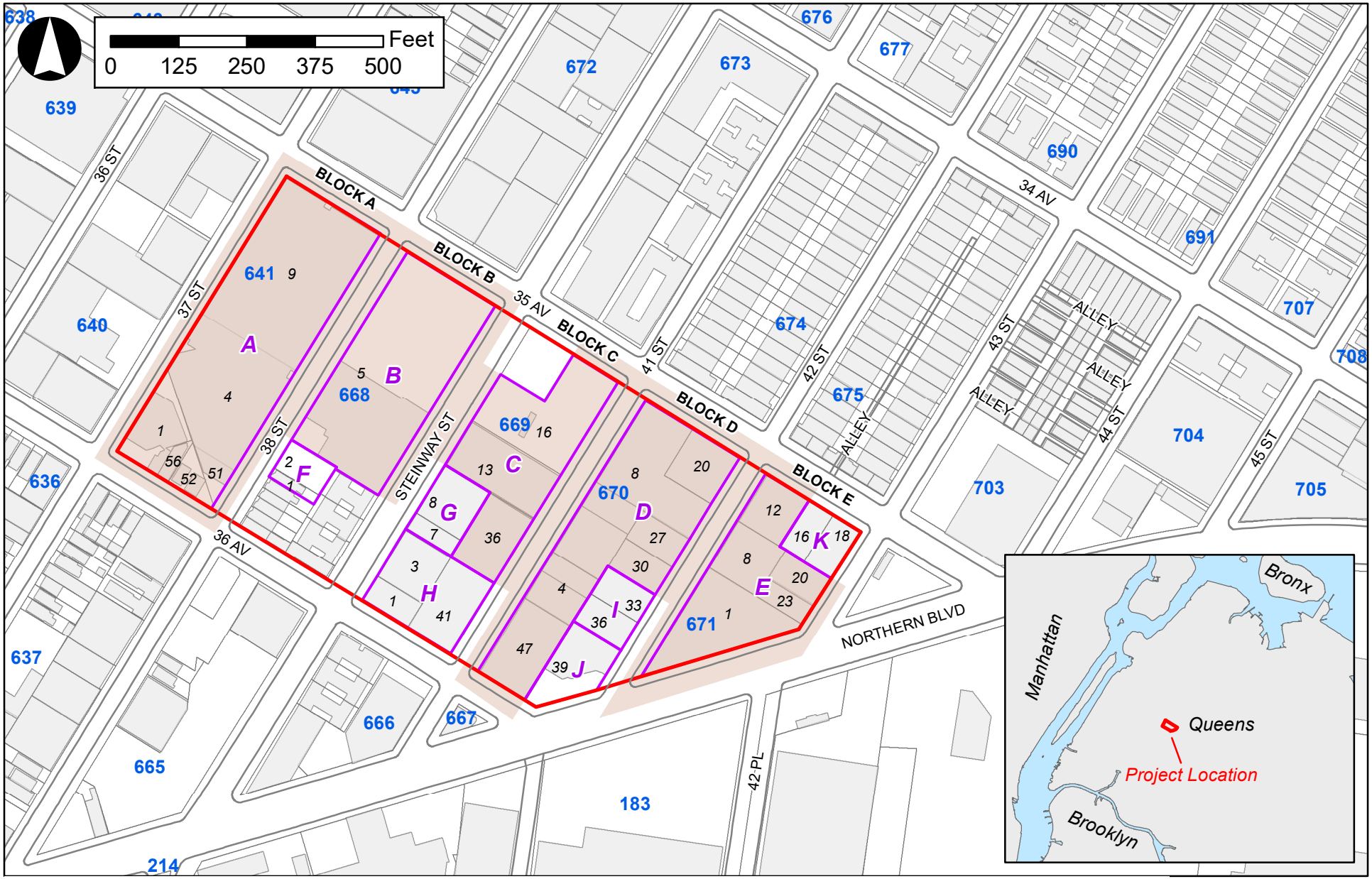
**RE:** **Transportation Planning Factors and Travel Demand Forecast**

This memorandum summarizes the transportation planning factors to be used for the analyses of traffic, parking, transit and pedestrian conditions for the proposed *Innovation QNS EIS*, in the Astoria neighborhood, Queens. Estimates of the Proposed Actions' peak travel demand are provided, along with a discussion of trip assignment methodologies and study area definitions.

## THE PROPOSED ACTIONS

The Applicant (a joint venture between Kaufman Astoria Studios, Bedrock Real Estate Partners, and Silverstein Properties) is seeking a rezoning and other approvals by the City Planning Commission (CPC) to facilitate the redevelopment of the five (5) city blocks (Blocks A to E in **Figure 1**) bounded by 35th Avenue to the north, 43rd Street/Northern Boulevard to the east, 36th Avenue to the south and 37th Street to the west (the "Project Area") in the Astoria neighborhood of Queens, Community District 1. Of the 43 lots on the Project Area blocks, 21 are controlled by the Applicant while the remaining lots are controlled by others. The Applicant-controlled lots will be declared a Large Scale General Development (LSGD) with the Proposed Actions and will contain the Proposed Development: these lots are referred to as the "Development Site." The lots outside of the Development Site are not included in the Proposed Development but will be rezoned with the Proposed Actions: these lots are referred to as the "Additional Affected Area."

The Proposed Development, also known as the Innovation QNS project, would redevelop the Development Site with a series of mixed-use buildings and publicly accessible open space. The Innovation QNS project is intended to complement the mission of the existing Kaufman Arts District with the Development Site by creating a series of arts and cultural venues including a multi-purpose arts and culture center, a re-envisioned multiplex movie theater that will provide a state of the art cinematic experience, galleries, artists' workshops and tech and general office space. In addition to art and cultural venues, the project will include eating and drinking establishments, a grocery store and world market




Source: NYCDCP (PLUTO 2020, Version VIII); DOITT (2020)

## Legend

Project Area | A Projected Development Site | LSGD Area | Existing Buildings | 641 Blocks | 9 Lots

**Innovation QNS**

**Figure 1**
**Project Location**

and other local retail, service and community facility uses to support the new residential population, the existing business and residential community and provide a strong anchor for the Steinway Street and 35th Avenue commercial corridors. Residential towers and lower rise buildings will house approximately 2,800 new residential dwelling units (DU's) offering a wide range of housing options for a varied population. Pursuant to the Mandatory Inclusionary Housing (MIH) program, 25% of the residential floor area would be dedicated to affordable units (approximately 711 DU's), a portion of which would be senior affordable housing units (subject to the availability of existing programs). The commercial space in the Proposed Development would also potentially include one or more Physical Culture Establishments (PCEs), i.e., a gym or fitness center. A series of outdoor spaces would link the blocks and will be programmed pursuant to ongoing community dialogue with art exhibits, children's play area adjacent to a day care center, covered outdoor seating serving the world market, performances and events. Parking will be provided in below grade parking facilities on each of the project blocks and on a surface parking lot on Block A.

In addition to the Proposed Development, which includes Sites A through E, the With Action condition includes new developments that would be facilitated on the Projected Development Sites not controlled by the Applicant (Sites F, G, H, I, J and K) as shown in **Figure 1**. As with the Development Site, under the Proposed Actions, these additional Projected Development Sites would be rezoned to mixed-use districts which would permit higher densities and a wider variety of uses than permitted under existing zoning. In particular, the proposed zoning districts would permit higher density residential uses (maximum FARs of 6.0 to 9.0). For the purposes of the RWCDS, each of the additional Projected Development Sites are assumed to contain mixed-use buildings with ground floor retail and residential space above the ground floor. Each building would contain parking as required by the proposed zoning, which is assumed to be located below-grade.

**THE REASONABLE WORST CASE DEVELOPMENT SCENARIO (RWCDS)**

In order to assess the potential effects of the Proposed actions, a RWCDS for both the "future without the proposed actions" (No-Action) and "future with the Proposed Actions" (With-Action) conditions is analyzed for an analysis year of 2032. The Project Area is largely underutilized; as the majority of the Project Area is zoned M1-1, which permits a maximum FAR of 1.0 and only permits low density manufacturing, automotive, and commercial uses, it is reasonable to assume that redevelopment of the active commercial and auto-related facilities on the majority of the properties in the Project Area would not occur under existing zoning. However, portions of the Applicant-controlled properties are feasible development sites under existing zoning since they contain vacant buildings and open parking areas for vehicular storage. The Applicant controls the properties in the Development Site with the purpose of transforming the area into a mixed-use district serving the nearby neighborhood, and would seek to make a return on those properties absent the Proposed Actions (the No Action condition), by redeveloping the underutilized parcels on Blocks C and D to the maximum extent feasible under the existing zoning.

**Table 1** shows the total anticipated No-Action and With-Action land uses on the Projected Development Sites A through K that were considered for the purposes of the transportation analyses. As shown in **Table 1**, under the RWCDS, it is estimated that there would be a net increase of 3,643 DUs, 89,909 gross square feet (gsf) of local retail space, 50 seats of cinema space, 250,070 gsf of office space, 2.17 acres of publicly accessible open space (including approximately 0.23 acre of potential active open space at the southern end of Block A), and 107,720 gsf of community facility space, including 70,820 gsf of community center space, 5,000 gsf of medical office space, 10,000 gsf of daycare space and 21,900 gsf of arts and cultural center space. The RWCDS would also include a net increase of 30,000 gsf of physical cultural establishment (PCE) space and 933 parking spaces. It is also anticipated that bicycle parking (as required by the New York City Zoning Resolution) would be provided within the Proposed Development. In addition, it is estimated that there would be a net decrease of 32,736 gsf of destination retail space, 33,300 gsf of auto dealership space, and 150,715 gsf of industrial space, including 82,909 gsf of light industrial space and 67,806 gsf of warehouse space. As the specific community facility uses are not finalized at this time, the community facility components are analyzed as medical office, daycare, community center, and arts and cultural center space.

**Table 1**
**2032 RWCDS No-Action and With-Action Scenario**

| Land Use | No-Action Condition | With-Action Condition | Net Increment |
|---|---|---|---|
| **Residential** | | | |
| Residential | 7,512 gsf (9 DU) | 3,104,308 gsf (3,652 DU) | + 3,096,796 gsf (+ 3,643 DU) |
| **Commercial** | | | |
| Local Retail | 70,006 gsf | 159,915 gsf | + 89,909 gsf |
| Destination Retail | 32,736 gsf | 0 gsf | - 32,736 gsf |
| Auto Dealership | 33,300 gsf | 0 gsf | - 33,300 gsf |
| Office | 0 gsf | 250,070 gsf | + 250,070 gsf |
| Cinema | 98,810 gsf (3,450 seats) | 73,000 gsf (3,500 seats) | - 25,810 gsf (+ 50 seats) |
| Supermarket | 30,000 gsf | 30,000 gsf | + 0 gsf |
| Physical Cultural Establishment (PCE) | 0 gsf | *30,000 gsf* | *+ 30,000 gsf* |
| ***Total Commercial*** | **264,852 gsf** | ***542,985 gsf*** | ***+ 278,133 gsf*** |
| **Community Facility** | | | |
| Community Center | 0 gsf | 70,820 gsf | + 70,820 gsf |
| Medical Office | 0 gsf | 5,000 gsf | + 5,000 gsf |
| Daycare | 0 gsf | 10,000 gsf | + 10,000 gsf |
| Arts & Cultural Center | 0 gsf | 21,900 gsf | + 21,900 gsf |
| ***Total Community Facility*** | ***0 gsf*** | ***107,720 gsf*** | ***+ 107,720 gsf*** |
| **Industrial** | | | |
| Light Industrial | 82,909 gsf | 0 gsf | - 82,909 gsf |
| Warehouse | 67,806 gsf | 0 gsf | - 67,806 gsf |
| ***Total Industrial*** | ***150,715 gsf*** | ***0 gsf*** | ***- 150,715 gsf*** |
| **Open Space** | | | |
| Publicly Accessible Open Space | 0 acres | 2.17 acres[2] | + 2.17 acres |
| **Parking** | | | |
| Parking Spaces[1] | 700 | 1,633 | +933 |
| **Notes:** | | | |

[1]With Action parking includes 1,390 spaces on Applicant-controlled Sites A-E and 243 spaces on Sites F through K.
[2]Total publicly accessible open space in the Proposed Development, including approximately 0.23 acre (10,000 sf) of potential active open space at the southern end of Block A.

**TRANSPORTATION PLANNING FACTORS**

The trip generation rates, temporal and directional distributions, modal splits, vehicle occupancies and truck trip factors used to forecast travel demand for the RWCDS's land uses are summarized in **Table 2**. They were based on factors cited in the 2020 *City Environmental Quality Review (CEQR) Technical Manual;* 2015-2019 American Community Survey (ACS) journey-to-work data for Brooklyn census tracts in proximity to the Project Area (tracts 51, 55, 57, 59, 155, 157, and 159); 2012-2016 American Association of State Highway Transportation Officials (AASHTO) Census Transportation Planning Products (CTPP) reverse journey-to-work data; data from surveys of the travel demand characteristics at existing office and retail uses; data provided by the New York City Department of Transportation (DOT); and factors developed for recent environmental reviews. Factors are shown for the weekday AM and PM peak hours (typical peak periods for commuter travel demand) and the weekday and Saturday midday peak hours (typical peak periods for retail demand).

**Residential**

The residential travel demand forecast was based on person and truck trip generation rates and temporal distributions from the *CEQR Technical Manual*. The directional in/out splits and taxi occupancy were based on data from the 2014 *Astoria Cove FEIS.* The modal splits and vehicle occupancy rates for residential uses were derived from 2015-2019 American Community Survey (ACS) journey-to-work data for Queens census tracts 51, 55, 57, 59, 155, 157, and 159. The modal splits were adjusted to reflect the transportation characteristics of residents departing for work during the 7:00 AM – 9:00 AM peak period for commuter travel demand. As such, the auto modal split was based on the 2015-2019 ACS journey-to-work by the time of departure to go to work data set for the 7:00 AM – 9:00 AM peak period, while the public transit mode share from this data set was proportioned based on the overall 2015-2019 ACS journey-to-work data subway and bus modal splits. The taxi modal split was also based on the overall 2015-2019 ACS journey-to-work data.

**Local Retail**

The trip generation rates, temporal distributions, and truck trip generation rates used to forecast travel demand for local retail uses were based on data from the *CEQR Technical Manual*. The modal splits and vehicle occupancy rates were based on New York City Department of Transportation (NYCDOT) survey data for local retail uses. The directional splits were based on those cited in the 2014 *Astoria Cove FEIS*. To reflect the mixed-use nature of the Proposed Development, it was assumed for the purposes of the travel demand forecast that 25 percent of all local retail trips would be linked to other proposed uses on the site, consistent with *CEQR Technical Manual* guidance.

**Office**

The trip generation rates, temporal distributions, and truck trip generation rates used to forecast travel demand for the office use were based on data from the *CEQR Technical Manual*. The modal and directional in/out splits and taxi vehicle occupancy rate were based on NYCDOT survey data for office uses in Long Island City, Queens and data cited in the *Dutch Kills Rezoning and Related Actions FEIS* (2008). The auto vehicle occupancy rate was based on 2012-2016 American Association of State Highway Transportation Officials (AASHTO) Census Transportation Planning Products (CTPP) reverse journey-to-work data for Queens census tracts 51, 55, 57, 59, 155, 157, and 159.

**Table 2**
**Transportation Planning Factors**

| **Land Use:** | **Residential** | | **Local Retail** | | **Office** | | **Cinema** | | **Community Center** | | **Supermarket** | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Trip Generation:** | (1) | | (1) | | (1) | | (1) | | (26) | | (1) | |
| Weekday | 8.075 | | 205 | | 18.0 | | 3.26 | | 54.6 | | 175 | |
| Saturday | 9.6 | | 240 | | 3.9 | | 6.25 | | 17.24 | | 231 | |
| | per DU | | per 1,000 sf | | per 1000 sf | | per seat | | per 1,000 sf | | per 1,000 sf | |
| **Temporal Distribution:** | (1) | | (1) | | (1) | | (1) | | (26) | | (1) | |
| AM | 10.0% | | 3.0% | | 12.0% | | 1.0% | | 6.1% | | 5.0% | |
| MD | 5.0% | | 19.0% | | 15.0% | | 3.0% | | 6.7% | | 6.0% | |
| PM | 11.0% | | 10.0% | | 14.0% | | 8.0% | | 8.0% | | 10.0% | |
| Saturday | 8.0% | | 10.0% | | 17.0% | | 5.0% | | 11.8% | | 9.0% | |
| | (3) | | (14) | | (18)(6) | | (4) | | (13) | | (25) | |
| **Modal Splits:** | | | Weekday | SAT | AM/PM/ SAT | MD | | | | | Weekday | SAT |
| Auto | 13.4% | | 11.0% | 8.0% | 14.0% | 2.0% | 56.0% | | 5.0% | | 22.0% | 8.0% |
| Taxi | 2.9% | | 0.0% | 0.0% | 2.0% | 1.0% | 7.0% | | 1.0% | | 1.0% | 1.0% |
| Subway | 76.9% | | 4.0% | 7.0% | 74.0% | 7.0% | 18.0% | | 3.0% | | 12.0% | 6.0% |
| Bus | 2.8% | | 3.0% | 4.0% | 2.0% | 7.0% | 8.0% | | 6.0% | | 3.0% | 5.0% |
| Walk/Other | 4.0% | | 82.0% | 81.0% | 8.0% | 83.0% | 11.0% | | 85.0% | | 62.0% | 80.0% |
| | 100.0% | | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | | 100.0% | | 100.0% | 100.0% |
| | (7) | | (7) | | (6) | | (24) | | (26) | | (7) | |
| **In/Out Splits:** | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| AM | 20% | 80% | 50% | 50% | 96% | 4% | 95% | 5% | 66% | 34% | 57% | 43% |
| MD | 50% | 50% | 50% | 50% | 39% | 61% | 62% | 38% | 54% | 46% | 50% | 50% |
| PM | 65% | 35% | 50% | 50% | 5% | 95% | 54% | 46% | 47% | 53% | 52% | 48% |
| Saturday | 50% | 50% | 50% | 50% | 60% | 40% | 62% | 38% | 54% | 46% | 52% | 48% |
| **Vehicle Occupancy:** | (3)(7) | | (14) | | (5)(6) | | (4) | | (26)(13) | | (2)(7) | |
| | | | | | | | | | | | Weekday | Weekend |
| Auto | 1.13 | | 1.40 | | 1.12 | | 2.52 | | 1.80 | | 1.98 | 2.35 |
| Taxi | 1.40 | | 1.40 | | 1.42 | | 2.30 | | 1.40 | | 1.12 | 1.48 |
| **Truck Trip Generation:** | (1) | | (1) | | (1) | | (24) | | (13) | | (7) | |
| | Weekday | Weekend | Weekday | Weekend | Weekday | Weekend | Weekday | Weekend | Weekday | Weekend | Weekday | Weekend |
| | 0.06 | 0.02 | 0.35 | 0.04 | 0.32 | 0.01 | 0.02 | 0.00 | 0.29 | 0.29 | 0.35 | 0.04 |
| | per DU | | per 1,000 sf | | per 1,000 sf | | per seat | | per 1,000 sf | | per 1,000 sf | |
| | (1) | | (1) | | (1) | | (24) | | (13) | | (7) | |
| AM | 12.0% | | 8.0% | | 10.0% | | 12.0% | | 9.6% | | 8.0% | |
| MD | 9.0% | | 11.0% | | 11.0% | | 11.0% | | 11.0% | | 11.0% | |
| PM | 2.0% | | 2.0% | | 2.0% | | 1.0% | | 1.0% | | 2.0% | |
| Saturday | 9.0% | | 11.0% | | 11.0% | | 5.0% | | 0.0% | | 4.0% | |
| | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| All Periods | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% |

## Table 2
## Transportation Planning Factors (continued)

| Land Use: | Medical Office | | Daycare (Staff) | | Daycare (Students) | | Daycare (Parents) | | PCE (Physical Cultural Establishment) | | Open Space | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Trip Generation:** | (9) | | (8) | | (8) | | (8) | | (25) | | (1) | |
| Weekday | 76 | | 6 | | 22 | | 44 | | 51.6 | | 139 | |
| Saturday | 39 | | 0 | | 0 | | 0 | | 50.4 | | 196 | |
| | per 1,000 sf | | per 1,000 sf | | per 1,000 sf | | per 1,000 sf | | per 1,000 sf | | per acre | |
| **Temporal Distribution:** | (9) | | (8) | | (8) | | (8) | | (25) | | (1) | |
| AM | 11.0% | | 25.0% | | 25.0% | | 25.0% | | 9.0% | | 3.0% | |
| MD | 13.0% | | 2.5% | | 0.0% | | 0.0% | | 7.0% | | 5.0% | |
| PM | 9.0% | | 25.0% | | 25.0% | | 25.0% | | 9.0% | | 6.0% | |
| Saturday | 17.0% | | 0.0% | | 0.0% | | 0.0% | | 13.0% | | 6.0% | |
| | (9) | | (5) | | (15) | | (15) | | (16) | | (10) | |
| **Modal Splits:** | | | | | | | | | | | | |
| Auto | 23.0% | | 41.7% | | 15.0% | | 0.0% | | 4.0% | | 5.0% | |
| Taxi | 7.0% | | 0.2% | | 0.0% | | 0.0% | | 9.0% | | 0.0% | |
| Subway | 14.0% | | 32.5% | | 5.0% | | 6.0% | | 12.0% | | 5.0% | |
| Bus | 26.0% | | 9.5% | | 5.0% | | 6.0% | | 5.0% | | 5.0% | |
| Walk/Other | 30.0% | | 16.1% | | 75.0% | | 88.0% | | 70.0% | | 85.0% | |
| | 100.0% | | 100.0% | | 100.0% | | 100.0% | | 100.0% | | 100.0% | |
| | (9) | | (15) | | (15)(23) | | (15) | | (25) | | (10)(11) | |
| **In/Out Splits:** | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| AM | 62% | 38% | 100% | 0% | 100% | 0% | 50% | 50% | 57% | 43% | 55% | 45% |
| MD | 47% | 53% | 50% | 50% | 0% | 0% | 50% | 50% | 57% | 43% | 50% | 50% |
| PM | 35% | 65% | 0% | 100% | 0% | 100% | 50% | 50% | 52% | 48% | 45% | 55% |
| Saturday | 49% | 51% | 0% | 0% | 0% | 0% | 0% | 0% | 45% | 55% | 50% | 50% |
| **Vehicle Occupancy:** | (9) | | (5)(15) | | (15) | | | | (16) | | (10) | |
| Auto | 1.58 | | 1.12 | | 1.00 | | N/A | | 1.40 | | 2.80 | |
| Taxi | 1.58 | | 1.00 | | 1.00 | | N/A | | 1.40 | | 2.80 | |
| **Truck Trip Generation:** | (13) | | | | (15) | | | | (16) | | (10)(11) | |
| | Weekday | Weekend | | | Weekday | Weekend | | | Weekday | Weekend | Weekday | Weekend |
| | 0.29 | 0.29 | N/A | | 0.03 | 0.00 | N/A | | 0.04 | 0.04 | 0.02 | 0.02 |
| | per 1,000 sf | | | | per 1,000 sf | | | | per 1,000 sf | | per 1,000 sf | |
| | (13) | | | | (15) | | | | (16) | | (10)(11) | |
| AM | 9.6% | | N/A | | 9.6% | | N/A | | 8.0% | | 6.0% | |
| MD | 11.0% | | N/A | | 11.0% | | N/A | | 11.0% | | 6.0% | |
| PM | 1.0% | | N/A | | 1.0% | | N/A | | 1.0% | | 1.0% | |
| Saturday | 0.0% | | N/A | | 0.0% | | N/A | | 0.0% | | 6.0% | |
| | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| All Periods | 50.0% | 50.0% | N/A | N/A | 50.0% | 50.0% | N/A | N/A | 50.0% | 50.0% | 50.0% | 50.0% |

**Table 2**

**Transportation Planning Factors (continued)**

| Land Use: | Destination Retail | | Auto Dealership | | Warehouse | | Arts and Cultural Center | | Light Industrial | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Trip Generation:** | (1) | | (8)(17) | | (19)(20) | | (12) | | (17) | |
| Weekday | 78.2 | | 13 | | 2.36 | | 76 | | 14.7 | |
| Saturday | 92.5 | | 2.63 | | 0.20 | | 50.74 | | 2.2 | |
| | per 1,000 sf | | per 1,000 sf | | per 1,000 sf | | per 1,000 sf | | per 1,000 sf | |
| **Temporal Distribution:** | (1) | | (8)(17) | | (19) | | (12) | | (17) | |
| AM | 3.0% | | 1.0% | | 10.0% | | 3.0% | | 13.2% | |
| MD | 9.0% | | 10.0% | | 9.0% | | 10.3% | | 11.0% | |
| PM | 9.0% | | 9.0% | | 11.0% | | 10.2% | | 14.2% | |
| Saturday | 11.0% | | 12.0% | | 33.0% | | 12.5% | | 10.7% | |
| | (2) | | (17) | | (5) | | (12) | | (5) | |
| **Modal Splits:** | Weekday | SAT | | | | | | | | |
| Auto | 37.4% | 40.4% | 100.0% | | 41.7% | | 36.0% | | 41.7% | |
| Taxi | 0.0% | 0.6% | 0.0% | | 0.2% | | 12.0% | | 0.2% | |
| Subway | 32.0% | 21.3% | 0.0% | | 32.5% | | 25.0% | | 32.5% | |
| Bus | 7.5% | 9.6% | 0.0% | | 9.5% | | 25.0% | | 9.5% | |
| Walk/Other | 23.1% | 28.1% | 0.0% | | 16.1% | | 2.0% | | 16.1% | |
| | 100.0% | 100.0% | 100.0% | | 100.0% | | 100.0% | | 100.0% | |
| | (6) | | (8)(17) | | (19) | | (12) | | (17) | |
| **In/Out Splits:** | In | Out | In | Out | In | Out | In | Out | In | Out |
| AM | 61% | 39% | 78% | 22% | 77% | 23% | 56% | 44% | 88% | 12% |
| MD | 55% | 45% | 50% | 50% | 53% | 47% | 14% | 86% | 50% | 50% |
| PM | 47% | 53% | 35% | 65% | 27% | 73% | 5% | 95% | 12% | 88% |
| Saturday | 55% | 45% | 50% | 50% | 64% | 36% | 25% | 75% | 47% | 53% |
| **Vehicle Occupancy:** | (2)(6) | | (17) | | (5)(17) | | (12) | | (5)(17) | |
| | Weekday | SAT | | | | | Weekday | Weekend | | |
| Auto | 1.98 | 2.35 | 1.30 | | 1.12 | | 2.00 | 3.00 | 1.12 | |
| Taxi | 2.60 | 2.60 | 1.50 | | 1.30 | | 2.00 | 3.00 | 1.20 | |
| **Truck Trip Generation:** | (6) | | (17) | | (19)(20)(21) | | (12) | | (17) | |
| | Weekday | Weekend | Weekday | Weekend | Weekday | Weekend | Weekday | Weekend | Weekday | Weekend |
| | 0.35 | 0.35 | 0.15 | 0.15 | 0.91 | 0.08 | 0.35 | 0.02 | 0.67 | 0.67 |
| | per 1,000 sf | | per 1,000 sf | | per 1,000 sf | | per 1,000 sf | | per 1,000 sf | |
| | (6) | | (17) | | (19)(22) | | (12) | | (17) | |
| AM | 7.7% | | 9.6% | | 9.9% | | 7.9% | | 14.0% | |
| MD | 11.0% | | 11.0% | | 8.0% | | 14.7% | | 9.0% | |
| PM | 1.0% | | 1.0% | | 7.0% | | 1.1% | | 1.0% | |
| Saturday | 0.0% | | 11.0% | | 28.0% | | 14.7% | | 0.0% | |
| | In | Out | In | Out | In | Out | In | Out | In | Out |
| All Periods | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% |

**Table 2**

**Transportation Planning Factors (continued)**

**Notes :**

(1) *2020 City Environmental Quality Review (CEQR) Technical Manual.*

(2) Based on data from a PHA survey conducted at Rego Park Center 2 on May 26, 2010 & June 5, 2010.

(3) Modal split and vehicle occupancy data based on 2015 -2019 ACS journey-to-work data for Queens census tracts 51, 55, 57, 59, 155, 157, and 159. Modal split adjusted for 7-9 AM peak period.

(4) Based on data cited in Loews Elmhurst Multiplex FEIS (2000).

(5) Based on AASHTO CTPP Reverse journey-to-work 5-Year (2012-2016) data for Queens census tracts 51, 55, 57, 59, 155, 157, and 159.

(6) Souce: Dutch Kills Rezoning And Related Actions FEIS (2008).

(7) Source: Astoria Cove FEIS (2014).

(8) Based on data provided by NYCDOT.

(9) Based on NYCDOT medical office trip generation and mode choice survey data.

(10) Source: Hunter's Point South Rezoning and Related Actions FEIS (2008).

(11) Assumes Saturday person in/out splits; and truck trip generation rates and temporal distributions are similar to those applied to the weekday midday.

(12) Source: Industry City DEIS (2019).

(13) Source: Jamaica Plan FEIS (2007).

(14) Based on NYCDOT Local Retail Mode Choice Surveys.

(15) Source: Hunter's Point South Parcels F and G EAS (2019).

(16) Source: Spofford Campus FEIS (2018).

(17) Source: East New York Rezoning FEIS (2016).

(18) Based on NYCDOT Office Mode Choice Surveys (employees only) for 41-21 27th St, LIC.

(19) Based on data from ITE Trip Generation Handbook, 10th Edtion, Land use code 150 (Warehousing).

(20) Trip generation rate includes a 1.51 adjustment factor per NYCDOT Trip Generation Survey.

(21) Adjusted as per the ratio between weekday and Saturday based on the information from ITE Trip Generation Handbook, 10th Edition, Land use code 150 (Warehousing).

(22) Based on NYCDOT Trip Generation Survey.

(23) Both inbound and outbound vehicle trips take place during the same peak hour.

(24) Source: Lighthouse Point EAS (2013).

(25) Based on NYCDOT Trip Generation Surveys.

(26) Based on data from ITE Trip Generation Manual, 10th Edition, Land Use Code 495 (Recreational Community Center). Assumes weekday midday in/out splits are similar to those applied to the Saturday.

**Cinema**

The trip generation rates and temporal distributions used to forecast travel demand for the cinema use were based on data from the *CEQR Technical Manual.* The modal splits and vehicle occupancies were based on data cited in the 2000 *Loews Elmhurst Multiplex FEIS*. The directional splits and truck trip generation rates were based on those cited in the 2013 *Lighthouse Point EAS*. With regard to the cinema use, it is important to note that the travel demand forecast assumes 100 percent occupancy of all seats. However, multiplex cinemas typically operate at substantially lower occupancy levels. Even when big hits are released (typically five to seven times per year), total occupancy will generally not exceed 60 percent, even on opening weekend, as the hit movie will not be showing on all of the screens at the cinema. The travel demand forecast should therefore be considered very conservative with respect to cinema demand.

**Community Center**

The trip generation rates, temporal distributions, directional in/out splits, and auto vehicle occupancy used to forecast travel demand for the community center use were based on data from the *ITE Trip Generation Handbook*, 10th Edition, Land use code 495 (recreational community center). The modal splits, taxi vehicle occupancy, and truck trip generation rates were based on those cited in the 2007 *Jamaica Plan FEIS*.

**Supermarket**

The trip generation and temporal distribution factors used to forecast supermarket travel demand were based on data from the *CEQR Technical Manual*. The modal splits were based on NYCDOT survey data. The vehicle occupancies were based on data from a survey conducted at Rego Park Center 2 in May and June 2010 and data cited in the 2014 *Astoria Cove FEIS.* The directional splits and truck trip generation rates were also based on those cited in the 2014 *Astoria Cove FEIS*. To reflect the mixed-use nature of the Proposed Development, it was assumed for the purposes of the travel demand forecast that 25 percent of all supermarket trips would be linked to other proposed uses on the site, consistent with *CEQR Technical Manual* guidance. It should be noted that although there is no incremental change in supermarket space within the Project Area, the supermarket would be located at Development Site C under the No-Action conditions and Development Site B under the With-Action conditions. As such, the relocation of these incremental trips within the Project Area were conservatively accounted for in the subsequent transportation analyses.

**Medical Office**

The factors used to forecast medical office travel demand were based on NYCDOT survey data for medical office uses. Truck trip generation rates for this use were based on those cited in the 2007 *Jamaica Plan FEIS*.

**Daycare**

The trip generation rates and temporal distributions used to forecast travel demand from daycare uses were based on data provided by NYCDOT. The modal splits and auto vehicle occupancy for the daycare staff were based on 2012-2016 American Association of State Highway Transportation Officials (AASHTO) Census Transportation Planning Products (CTPP) reverse journey-to-work data for Queens census tracts 51, 55, 57, 59, 155, 157, and 159. The taxi vehicle occupancy for daycare staff was based on data cited in the 2019 *Hunter's Point South Parcels F and G EAS.* The modal splits, directional in/out splits, and vehicle occupancies for students and parents were also based on data cited in the 2019 *Hunter's Point South Parcels F and G EAS*. The truck trip generation rates and directional splits were also based on those cited in the 2019 *Hunter's Point South Parcels F and G EAS*. It should be noted that the inbound and outbound student vehicle trips occur during the same peak hour.

**Physical Cultural Establishment (PCE)**

The trip generation rates, temporal distributions and directional in/out splits for the PCE use were based on NYCDOT survey data. The modal splits, vehicle occupancy, and truck trip generation rates were based on data from the 2018 *Spofford Campus FEIS*.

**Open Space**

The factors used to forecast travel demand for the open space use are based on data from the 2008 *Hunter's Point South Rezoning and Related Actions FEIS* and the *CEQR Technical Manua*l.

**Destination Retail**

The trip generation rates and temporal distributions used to forecast travel demand for the destination retail use were based on data from the *CEQR Technical Manual.* The modal splits and auto vehicle occupancy were based on data from a survey conducted at Rego Park Center 2 in May and June 2010. The directional in/out splits, taxi vehicle occupancy, and truck trip generation rates were based on data from the 2008 *Dutch Kills Rezoning and Related Actions FEIS*.

**Auto Dealership**

The factors used to forecast travel demand for the auto dealership use are based on data from the 2016 *East New York Rezoning FEIS* and data provided by NYCDOT.

**Warehouse**

The trip generation rates, temporal distributions, and directional in/out splits used to forecast warehouse travel demand were based on data from the *ITE Trip Generation Handbook*, 10th Edition, Land use code 150 (warehousing). The modal splits and auto vehicle occupancy were based on 2012-2016 AASHTO CTPP reverse journey-to-work data for Queens census tracts 51, 55, 57, 59, 155, 157, and 159. The taxi vehicle occupancy was based on data cited in the 2016 *East New York Rezoning FEIS*. Truck trip generation rates were based on data from *ITE Trip Generation Handbook*, 10th Edition, Land use code 150 (warehousing) and on NYCDOT survey data.

**Arts and Cultural Center**

The factors used to forecast travel demand for the arts and cultural center use are based on data from the 2019 *Industry City DEIS*.

**Light Industrial**

The factors used to forecast travel demand for the light industrial use are based on data from the 2016 *East New York Rezoning FEIS* and the 2012-2016 AASHTO CTPP reverse journey-to-work data for Queens census tracts 51, 55, 57, 59, 155, 157, and 159.

**TRIP GENERATION**

The net incremental change in person and vehicle trips expected to result from the RWCDS by the 2032 analysis year was derived based on the net change in land uses shown in **Table 1** and the transportation planning factors shown in **Table 2**. **Tables 3 and 4** show an estimate of the total net incremental change in peak hour person trips and vehicle trips (versus the No-Action condition) that would occur in 2032 with implementation of the Proposed Actions. As shown in **Table 3**, under the RWCDS, the Proposed Actions would generate a net increase of approximately 4,299 person trips in the weekday AM peak hour, 4,968 in the weekday midday, 5,659 in the weekday PM peak hour and 4,775 in the Saturday peak hour. As shown in **Table 4**, peak hour vehicle trips (including auto, truck, and taxi trips balanced to reflect that taxis would arrive or depart empty) would increase by a net total of approximately 610, 457, 689, and 569 (in and out combined) in the weekday AM, midday and PM peak hours, and the Saturday peak hour, respectively. Peak hour subway trips would increase by a net total of approximately 2,642, 1,228, 2,958, and 2,372 during these periods, respectively, while transit bus trips would increase by approximately 142, 210, 197, and 180, respectively. Lastly, walk-only trips would increase by 920, 3,037, 1,786, 1,651 trips during the weekday AM, midday and PM peak hours, and Saturday peak hour, respectively. As a result, the total pedestrian trips (subway, bus, and walk-only trips combined) would increase by 3,704, 4,475, 4,941, and 4,203 trips during the weekday AM, midday and PM peak hours, and Saturday peak hour, respectively.

**LEVEL 1 SCREENING ASSESSMENT**

The *CEQR Technical Manual* describes a two-level screening procedure for the preparation of a "preliminary analysis" to determine if quantified operational analyses of transportation conditions are warranted. As discussed in the following sections, the preliminary analysis begins with a trip generation (Level 1) analysis to estimate the numbers of person and vehicle trips attributable to the proposed action. According to the *CEQR Technical Manual*, if a proposed action is expected to result in fewer than 50 peak hour vehicle trips and fewer than 200 peak hour transit or pedestrian trips, further quantified analyses are not warranted. When these thresholds are exceeded, detailed trip assignments (a Level 2 assessment) are to be performed to estimate the incremental trips that could occur at specific transportation elements and to identify potential locations for further analysis. If the trip assignments show that the proposed action would generate 50 or more peak hour vehicle trips at an intersection, 200 or more peak hour subway trips at a station, 50 or more peak hour bus trips in one direction along a bus route, or 200 or more peak hour pedestrian trips traversing a sidewalk, corner area or crosswalk, then further quantified operational analyses may be warranted to assess the potential for significant adverse impacts on traffic, transit, pedestrians, vehicular and pedestrian safety, and parking.

## Table 3
## RWCDS Travel Demand Forecast

| Land Use: | | Residential | | Local Retail | | Office | | Cinema | | Community Center | | Supermarket | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Size/Units: | | 3,643 | DU | 89,909 | gsf | 250,070 | gsf | 50 | seats | 70,820 | gsf | 0 | gsf |
| Peak Hour Person Trips: | | | | | | | | | | | | | |
| | AM | 2,940 | | 418 | | 540 | | 2 | | 236 | | 0 | |
| | MD | 1,471 | | 2,632 | | 675 | | 5 | | 259 | | 0 | |
| | PM | 3,236 | | 1,388 | | 631 | | 13 | | 309 | | 0 | |
| | Saturday | 2,797 | | 1,626 | | 166 | | 16 | | 145 | | 0 | |
| Person Trips: | | | | | | | | | | | | | |
| | | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| AM | Auto | 80 | 317 | 24 | 24 | 73 | 4 | 1 | 0 | 8 | 4 | 0 | 0 |
| | Taxi | 17 | 69 | 0 | 0 | 10 | 0 | 1 | 0 | 1 | 1 | 0 | 0 |
| | Subway | 454 | 1,799 | 9 | 9 | 383 | 16 | 0 | 0 | 5 | 2 | 0 | 0 |
| | Bus | 16 | 67 | 8 | 8 | 10 | 0 | 0 | 0 | 9 | 5 | 0 | 0 |
| | Walk/Other | 25 | 96 | 168 | 168 | 42 | 2 | 0 | 0 | 132 | 69 | 0 | 0 |
| | Total | 592 | 2,348 | 209 | 209 | 518 | 22 | 2 | 0 | 155 | 81 | 0 | 0 |
| | | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| MD | Auto | 99 | 100 | 144 | 144 | 6 | 8 | 3 | 1 | 7 | 7 | 0 | 0 |
| | Taxi | 22 | 22 | 0 | 0 | 2 | 4 | 0 | 0 | 1 | 1 | 0 | 0 |
| | Subway | 563 | 564 | 52 | 52 | 18 | 29 | 0 | 0 | 5 | 3 | 0 | 0 |
| | Bus | 21 | 21 | 38 | 38 | 18 | 29 | 0 | 0 | 8 | 8 | 0 | 0 |
| | Walk/Other | 30 | 29 | 1,082 | 1,082 | 219 | 342 | 1 | 0 | 118 | 101 | 0 | 0 |
| | Total | 735 | 736 | 1,316 | 1,316 | 263 | 412 | 4 | 1 | 139 | 120 | 0 | 0 |
| | | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| PM | Auto | 281 | 151 | 75 | 75 | 4 | 84 | 4 | 3 | 8 | 8 | 0 | 0 |
| | Taxi | 60 | 33 | 0 | 0 | 0 | 12 | 1 | 0 | 1 | 1 | 0 | 0 |
| | Subway | 1,613 | 869 | 27 | 27 | 24 | 444 | 2 | 1 | 5 | 5 | 0 | 0 |
| | Bus | 60 | 32 | 20 | 20 | 0 | 12 | 0 | 1 | 9 | 9 | 0 | 0 |
| | Walk/Other | 90 | 47 | 572 | 572 | 2 | 49 | 1 | 0 | 123 | 140 | 0 | 0 |
| | Total | 2,104 | 1,132 | 694 | 694 | 30 | 601 | 8 | 5 | 146 | 163 | 0 | 0 |
| | | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| Saturday | Auto | 188 | 188 | 65 | 65 | 14 | 10 | 5 | 4 | 3 | 2 | 0 | 0 |
| | Taxi | 41 | 41 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Subway | 1,077 | 1,076 | 57 | 57 | 71 | 49 | 2 | 1 | 1 | 1 | 0 | 0 |
| | Bus | 39 | 39 | 33 | 33 | 2 | 2 | 2 | 0 | 5 | 4 | 0 | 0 |
| | Walk/Other | 54 | 54 | 658 | 658 | 8 | 6 | 1 | 1 | 70 | 59 | 0 | 0 |
| | Total | 1,399 | 1,398 | 813 | 813 | 97 | 69 | 10 | 6 | 79 | 66 | 0 | 0 |
| Vehicle Trips : | | | | | | | | | | | | | |
| | | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| AM | Auto (Total) | 72 | 281 | 16 | 16 | 65 | 4 | 0 | 0 | 6 | 3 | 0 | 0 |
| | Taxi Balanced | 60 | 60 | 0 | 0 | 8 | 8 | 0 | 0 | 2 | 2 | 0 | 0 |
| | Truck | 12 | 12 | 0 | 0 | 4 | 4 | 0 | 0 | 1 | 1 | 0 | 0 |
| | Total | 144 | 353 | 16 | 16 | 77 | 16 | 0 | 0 | 9 | 6 | 0 | 0 |
| | | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| MD | Auto (Total) | 90 | 91 | 103 | 103 | 6 | 8 | 2 | 0 | 5 | 5 | 0 | 0 |
| | Taxi Balanced | 32 | 32 | 0 | 0 | 4 | 4 | 0 | 0 | 2 | 2 | 0 | 0 |
| | Truck | 8 | 8 | 1 | 1 | 4 | 4 | 0 | 0 | 1 | 1 | 0 | 0 |
| | Total | 130 | 131 | 104 | 104 | 14 | 16 | 2 | 0 | 8 | 8 | 0 | 0 |
| | | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| PM | Auto (Total) | 249 | 134 | 52 | 52 | 4 | 76 | 2 | 1 | 6 | 6 | 0 | 0 |
| | Taxi Balanced | 67 | 67 | 0 | 0 | 8 | 8 | 0 | 0 | 2 | 2 | 0 | 0 |
| | Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total | 316 | 201 | 52 | 52 | 12 | 84 | 2 | 1 | 8 | 8 | 0 | 0 |
| | | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| Saturday | Auto (Total) | 165 | 166 | 45 | 45 | 12 | 8 | 2 | 1 | 2 | 1 | 0 | 0 |
| | Taxi Balanced | 62 | 62 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Truck | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total | 229 | 230 | 45 | 45 | 16 | 12 | 2 | 1 | 2 | 1 | 0 | 0 |

**Note:**
25% Link Trip included for Supermarket and Local Retail by all by uses

## Table 3
## RWCDS Travel Demand Forecast (continued)

| Land Use: | | Medical Office | | Daycare (Staff) | | Daycare (Students) | | Daycare (Parents) | | PCE (Physical Cultural Establishment) | | Open Space | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Size/Units: | | 5,000 | gsf | 10,000 | gsf | 10,000 | gsf | 10,000 | gsf | 30,000 | gsf | 2.17 | acre |
| **Peak Hour Person Trips:** | | | | | | | | | | | | | |
| | AM | 42 | | 15 | | 55 | | 110 | | 139 | | 10 | |
| | MD | 49 | | 2 | | 0 | | 0 | | 108 | | 16 | |
| | PM | 34 | | 15 | | 55 | | 110 | | 139 | | 18 | |
| | Saturday | 33 | | 0 | | 0 | | 0 | | 197 | | 24 | |
| **Person Trips:** | | | | | | | | | | | | | |
| | | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| **AM** | **Auto** | 5 | 4 | 6 | 0 | 8 | 0 | 0 | 0 | 3 | 3 | 0 | 0 |
| | **Taxi** | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 6 | 0 | 0 |
| | **Subway** | 4 | 2 | 6 | 0 | 3 | 0 | 3 | 3 | 9 | 7 | 0 | 0 |
| | **Bus** | 7 | 4 | 1 | 0 | 3 | 0 | 3 | 3 | 4 | 3 | 0 | 0 |
| | **Walk/Other** | 8 | 5 | 2 | 0 | 41 | 0 | 49 | 49 | 55 | 42 | 6 | 4 |
| | **Total** | 26 | 16 | 15 | 0 | 55 | 0 | 55 | 55 | 78 | 61 | 6 | 4 |
| | | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| **MD** | **Auto** | 5 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 |
| | **Taxi** | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 4 | 0 | 0 |
| | **Subway** | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 6 | 0 | 0 |
| | **Bus** | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 |
| | **Walk/Other** | 7 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 32 | 9 | 7 |
| | **Total** | 23 | 26 | 1 | 1 | 0 | 0 | 0 | 0 | 61 | 47 | 9 | 7 |
| | | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| **PM** | **Auto** | 3 | 4 | 0 | 6 | 0 | 8 | 0 | 0 | 3 | 3 | 0 | 0 |
| | **Taxi** | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 0 | 0 |
| | **Subway** | 2 | 3 | 0 | 6 | 0 | 3 | 3 | 3 | 9 | 8 | 0 | 0 |
| | **Bus** | 3 | 6 | 0 | 1 | 0 | 3 | 3 | 3 | 3 | 3 | 0 | 0 |
| | **Walk/Other** | 4 | 6 | 0 | 2 | 0 | 41 | 49 | 49 | 52 | 46 | 9 | 9 |
| | **Total** | 13 | 21 | 0 | 15 | 0 | 55 | 55 | 55 | 73 | 66 | 9 | 9 |
| | | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| **Saturday** | **Auto** | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 0 |
| | **Taxi** | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 9 | 0 | 0 |
| | **Subway** | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 13 | 0 | 0 |
| | **Bus** | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 6 | 0 | 0 |
| | **Walk/Other** | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 77 | 13 | 11 |
| | **Total** | 17 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 109 | 13 | 11 |
| **Vehicle Trips :** | | | | | | | | | | | | | |
| | | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| **AM** | **Auto (Total)** | 3 | 3 | 5 | 0 | 8 | 8 | 0 | 0 | 2 | 2 | 0 | 0 |
| | **Taxi Balanced** | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 9 | 0 | 0 |
| | **Truck** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Total** | 5 | 5 | 5 | 0 | 8 | 8 | 0 | 0 | 11 | 11 | 0 | 0 |
| | | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| **MD** | **Auto (Total)** | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 |
| | **Taxi Balanced** | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 0 | 0 |
| | **Truck** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Total** | 5 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 9 | 9 | 0 | 0 |
| | | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| **PM** | **Auto (Total)** | 2 | 3 | 0 | 5 | 8 | 8 | 0 | 0 | 2 | 2 | 0 | 0 |
| | **Taxi Balanced** | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 | 0 | 0 |
| | **Truck** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Total** | 4 | 5 | 0 | 5 | 8 | 8 | 0 | 0 | 10 | 10 | 0 | 0 |
| | | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| **Saturday** | **Auto (Total)** | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 |
| | **Taxi Balanced** | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 12 | 0 | 0 |
| | **Truck** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Total** | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 15 | 0 | 0 |

**Note:**
25% Link Trip included for Supermarket and Local Retail by all by uses

## Table 3
## RWCDS Travel Demand Forecast (continued)

| Land Use: | | Destination Retail | | Auto Dealership | | Warehouse | | Arts and Cultural Center | | Light Industrial | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Size/Units: | | -32,736 | gsf | -33,300 | gsf | -67,806 | gsf | 21,900 | gsf | -82,909 | gsf | | |
| Peak Hour Person Trips: | | | | | | | | | | | | | |
| | AM | -77 | | -4 | | -16 | | 50 | | -161 | | 4,299 | |
| | MD | -230 | | -43 | | -14 | | 171 | | -133 | | 4,968 | |
| | PM | -230 | | -39 | | -18 | | 170 | | -172 | | 5,659 | |
| | Saturday | -333 | | -11 | | -4 | | 139 | | -20 | | 4,775 | |
| Person Trips: | | | | | | | | | | | | | |
| | | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| AM | Auto | -17 | -11 | -3 | -1 | -5 | -2 | 9 | 8 | -60 | -8 | 132 | 342 |
| | Taxi | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 41 | 80 |
| | Subway | -15 | -10 | 0 | 0 | -4 | -1 | 7 | 6 | -48 | -7 | 816 | 1,826 |
| | Bus | -4 | -2 | 0 | 0 | -1 | 0 | 7 | 6 | -14 | -1 | 49 | 93 |
| | Walk/Other | -11 | -7 | 0 | 0 | -2 | -1 | 1 | 0 | -22 | -1 | 494 | 426 |
| | Total | -47 | -30 | -3 | -1 | -12 | -4 | 27 | 23 | -144 | -17 | 1,532 | 2,767 |
| | | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| MD | Auto | -47 | -39 | -21 | -22 | -3 | -3 | 9 | 52 | -28 | -28 | 178 | 228 |
| | Taxi | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 18 | 0 | 0 | 36 | 51 |
| | Subway | -41 | -33 | 0 | 0 | -2 | -2 | 6 | 37 | -22 | -21 | 589 | 639 |
| | Bus | -9 | -8 | 0 | 0 | -1 | -1 | 6 | 37 | -7 | -7 | 83 | 127 |
| | Walk/Other | -29 | -24 | 0 | 0 | -1 | -1 | 0 | 3 | -10 | -10 | 1,468 | 1,569 |
| | Total | -126 | -104 | -21 | -22 | -7 | -7 | 24 | 147 | -67 | -66 | 2,354 | 2,614 |
| | | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| PM | Auto | -41 | -47 | -14 | -25 | -2 | -6 | 3 | 58 | -8 | -63 | 316 | 259 |
| | Taxi | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19 | 0 | 0 | 70 | 73 |
| | Subway | -35 | -39 | 0 | 0 | -2 | -4 | 2 | 41 | -7 | -52 | 1,643 | 1,315 |
| | Bus | -8 | -9 | 0 | 0 | 0 | -1 | 2 | 41 | -1 | -15 | 91 | 106 |
| | Walk/Other | -24 | -27 | 0 | 0 | -1 | -2 | 0 | 3 | -1 | -25 | 876 | 910 |
| | Total | -108 | -122 | -14 | -25 | -5 | -13 | 8 | 162 | -17 | -155 | 2,996 | 2,663 |
| | | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| Saturday | Auto | -74 | -61 | -5 | -6 | -2 | -1 | 13 | 37 | -3 | -5 | 211 | 241 |
| | Taxi | -1 | -1 | 0 | 0 | 0 | 0 | 4 | 13 | 0 | 0 | 55 | 65 |
| | Subway | -39 | -32 | 0 | 0 | -1 | 0 | 9 | 25 | -4 | -6 | 1,186 | 1,186 |
| | Bus | -18 | -14 | 0 | 0 | 0 | 0 | 9 | 26 | 0 | 0 | 80 | 100 |
| | Walk/Other | -51 | -42 | 0 | 0 | 0 | 0 | 1 | 2 | -1 | -1 | 821 | 830 |
| | Total | -183 | -150 | -5 | -6 | -3 | -1 | 36 | 103 | -8 | -12 | 2,353 | 2,422 |
| Vehicle Trips : | | | | | | | | | | | | | |
| | | In | Out | In | Out | In | Out | In | Out | In | | In | Out |
| AM | Auto (Total) | -9 | -6 | -2 | -1 | -4 | -2 | 5 | 4 | -53 | -8 | 114 | 304 |
| | Taxi Balanced | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 85 | 85 |
| | Truck | 0 | 0 | 0 | 0 | -3 | -3 | 0 | 0 | -3 | -3 | 11 | 11 |
| | Total | -9 | -6 | -2 | -1 | -7 | -5 | 9 | 8 | -56 | -11 | 210 | 400 |
| | | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| MD | Auto (Total) | -24 | -20 | -16 | -17 | -3 | -3 | 5 | 26 | -27 | -27 | 147 | 172 |
| | Taxi Balanced | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 11 | 0 | 0 | 58 | 58 |
| | Truck | -1 | -1 | 0 | 0 | -2 | -2 | 1 | 1 | -1 | -1 | 11 | 11 |
| | Total | -25 | -21 | -16 | -17 | -5 | -5 | 17 | 38 | -28 | -28 | 216 | 241 |
| | | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| PM | Auto (Total) | -21 | -24 | -11 | -19 | -2 | -5 | 2 | 29 | -8 | -56 | 285 | 212 |
| | Taxi Balanced | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 11 | 0 | 0 | 98 | 98 |
| | Truck | 0 | 0 | 0 | 0 | -2 | -2 | 0 | 0 | 0 | 0 | -2 | -2 |
| | Total | -21 | -24 | -11 | -19 | -4 | -7 | 13 | 40 | -8 | -56 | 381 | 308 |
| | | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| Saturday | Auto (Total) | -31 | -26 | -4 | -5 | -2 | -1 | 4 | 12 | -3 | -5 | 195 | 202 |
| | Taxi Balanced | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 85 | 85 |
| | Truck | 0 | 0 | 0 | 0 | -1 | -1 | 0 | 0 | 0 | 0 | 1 | 1 |
| | Total | -31 | -26 | -4 | -5 | -3 | -2 | 9 | 17 | -3 | -5 | 281 | 288 |

**Note:**
25% Link Trip included for Supermarket and Local Retail by all by uses

**Table 4**
**Travel Demand Forecast Summary**

| Peak Hour | Vehicle Trips | | | Person Trips | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Subway | | | Bus | | | Walk/Other | | | Total Pedestrian Trips[1] | | |
| | In | Out | Total | In | Out | Total | In | Out | Total | In | Out | Total | In | Out | Total |
| **AM** | 210 | 400 | 610 | 816 | 1,826 | 2,642 | 49 | 93 | 142 | 494 | 426 | 920 | 1,359 | 2,345 | 3,704 |
| **MD** | 216 | 241 | 457 | 589 | 639 | 1,228 | 83 | 127 | 210 | 1,468 | 1,569 | 3,037 | 2,140 | 2,335 | 4,475 |
| **PM** | 381 | 308 | 689 | 1,643 | 1,315 | 2,958 | 91 | 106 | 197 | 876 | 910 | 1,786 | 2,610 | 2,331 | 4,941 |
| **Saturday** | 281 | 288 | 569 | 1,186 | 1,186 | 2,372 | 80 | 100 | 180 | 821 | 830 | 1,651 | 2,087 | 2,116 | 4,203 |

**Notes:**
[1]Includes walk-only trips and pedestrians en route to/from nearby subway stations and bus stops.

**Traffic**

Based on *CEQR Technical Manual* guidelines, a quantified traffic analysis is typically required if a proposed action would result in 50 or more vehicle trip ends in a peak hour at one or more intersections. As shown in **Table 4**, under the RWCDS, the net number of incremental vehicle trips—610, 457, 689, and 569 in the weekday AM, midday and PM peak hours, and Saturday peak hour, respectively—would exceed the 50-trip threshold in all four peak hours, and a Level 2 screening analysis is therefore warranted for these periods to determine which if any intersections would require quantified analysis.

**Transit**

According to the general thresholds used by the Metropolitan Transportation Authority (MTA) and cited in the *CEQR Technical Manual*, detailed transit analyses are generally not required if a proposed action is projected to result in fewer than 200 peak hour rail or bus transit riders. If a proposed action would result in 50 or more bus passengers being assigned to a single bus route in one direction, or if it would result in an increase of 200 or more passengers at a single subway station or on a single subway line, a detailed bus and/or subway analysis would be warranted. Transit analyses typically focus on the weekday AM and PM commuter peak hours, as it is during these periods that overall demand on the subway and bus systems is usually highest.

As shown in **Table 4**, the RWCDS is expected to generate approximately 2,642 and 2,958 incremental subway trips in the weekday AM and PM peak hours, respectively. As these numbers of trips would exceed the 200-trip *CEQR Technical Manual* analysis threshold, a Level 2 screening analysis is warranted to determine which if any subway stations and routes would require quantified analysis. As also shown in **Table 4,** the Proposed Action is expected to generate 142 and 197 incremental bus trips in the weekday AM and PM peak hours, respectively. As these numbers of trips could potentially exceed the 50-trips per direction *CEQR Technical Manual* analysis threshold on one or more routes, a Level 2 screening analysis is also warranted for the bus mode to determine which if any bus routes would require quantified analysis.

**Pedestrians**

According to *CEQR Technical Manual* guidelines, a quantified analysis of pedestrian conditions is typically required if a proposed action would result in 200 or more peak hour pedestrian trips at any pedestrian element (sidewalk, corner area or crosswalk). As shown in **Table 4**, the RWCDS would generate an incremental demand of approximately 3,704, 4,475, 4,941, and 4,203 total pedestrian trips (including walk-only trips and pedestrians en route to and from nearby subway stations and bus stops) in the weekday AM, midday and PM peak hours, and Saturday peak hour, respectively. As the numbers of trips in each of these periods would exceed the 200-trip threshold, a Level 2 screening analysis is warranted to determine which if any pedestrian elements would require quantified analysis.

**LEVEL 2 SCREENING ASSESSMENT**

**Traffic**

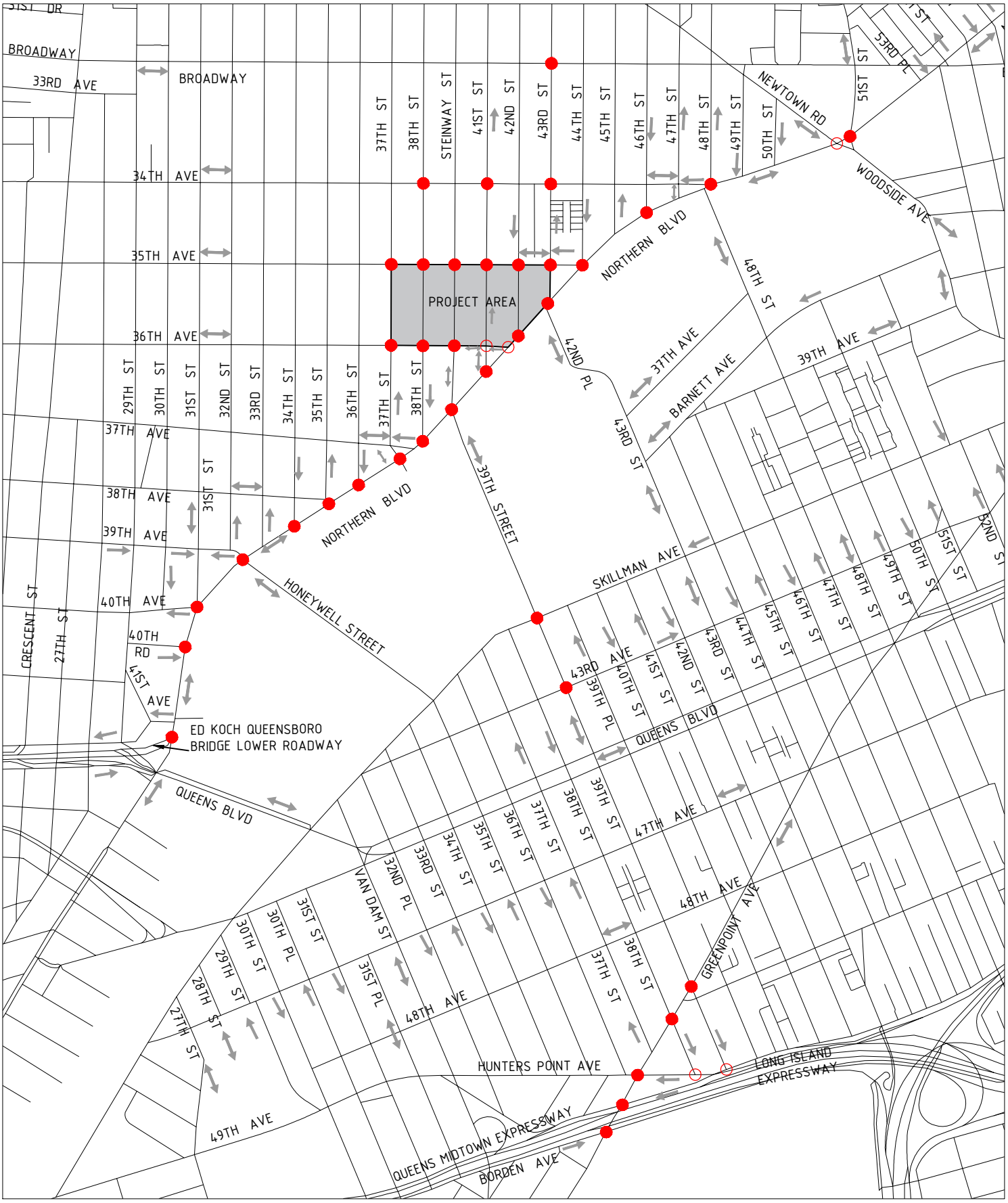
*Area Street Network*

As shown in **Figure 2**, the street network in proximity to the Project Area is comprised of an irregular grid pattern of collector and local streets. Most intersections in the study area are signalized.

The Project Area itself is bounded by 37th Street on the west, 43rd Street and Northern Boulevard on the east, 35th Avenue on the north and 36th Avenue on the south. **37th Street** and **43rd Street** are both one-way northbound local streets that typically operate with one moving lane and parking lanes along both curbs. **Northern Boulevard (NY 25A)** is a principal arterial that operates with three moving lanes in each direction in the vicinity of the Project Area. At its western end, it connects to the Ed Koch Queensboro Bridge to midtown Manhattan, and to the east, it connects to the Brooklyn-Queens Expressway (I-278). Northern Boulevard is a DOT-designated through truck route and is traversed by MTA Bus Q66 local buses (east of 42nd Street) and Q101 local buses (west of Steinway Street). It is also used by QM2, QM3, QM20 and QM32 express buses for access to/from the Ed Koch Queensboro Bridge. **35th Avenue** is a major collector that operates as a one-way westbound street between Northern Boulevard and 43rd Street and as a two-way street with parking along both curbs to the west of 43rd Street. **36th Avenue** is a minor arterial that also operates as a one-way westbound street between Northern Boulevard and 41st Street, and as a two-way street with parking along both curbs to the west of 41st Street.

Other study area corridors of note include Steinway Street, Broadway, 34th Avenue, 36th Street, Queens Boulevard and Greenpoint Avenue. **Steinway Street and Broadway** are both principal arterials that typically operate with one moving lane in each direction and parking along both curbs. Both are DOT-designated Local Truck Routes. Steinway Street is traversed by MTA Bus Q101 local buses while Broadway is traversed by Q104 local buses. **34th Avenue** is a two-way local street with one moving lane (striped as a shared bicycle lane) in each direction and parking along both curbs. **36th Street** is a one-way southbound local street with one moving lane and parking along both curbs. There is also a dedicated bicycle lane north of 34th Avenue.

Traffic Study Area




**Legend**

● Signalized Analysis Location ○ Unsignalized Analysis Location

**Queens Boulevard (NY 25)** is a principal arterial roadway that extends from the Ed Koch Queensboro Bridge to Jamaica, Queens. In the vicinity of the study area it typically operates with four to five moving lanes in each direction separated by a wide median that is used for parking. NYCT No. 7 trains on the Flushing Line operate on an elevated structure above this median area. Queens Boulevard is a DOT-designated Through Truck Route and is traversed by MTA Bus Q32 and Q60 local buses, along with express buses operating on eleven routes that enter Queens via the Ed Koch Queensboro Bridge. **Greenpoint Avenue** is a principal arterial that typically operates with one to two moving lanes including a shared bicycle lane in each direction, plus parking along both curbs. It is a DOT-designated Through Truck Route that provides access to the Queens Midtown/Long Island Expressway and is also traversed by NYC Transit B24 buses. En route to and from Greenpoint, Brooklyn via the Greenpoint Avenue Bridge over Newtown Creek.

Regional arteries providing access to the Project Area include the Brooklyn-Queens Expressway (I-278) and the Queens Midtown Expressway/Long Island Expressway (I-495). The **Brooklyn-Queens Expressway or BQE**, located approximately one mile to the east of the Project Area, traverses northern Brooklyn and Queens and connects to the Triborough Bridge to Manhattan and the Bronx. Northern Boulevard is the primary access corridor between the Project Area and the BQE. The **Queens Midtown Expressway**, located approximately 1.5 miles to the south of the Project Area, extends from the Queens-Midtown Tunnel to midtown Manhattan eastward to Queens Boulevard where it becomes the **Long Island Expressway or LIE** and continues for approximately 70 miles to Riverhead on Long Island. The combination of 39th Avenue and Greenpoint Avenue provides the primary access route between the Project Area and the Queens Midtown Expressway and LIE.

*Traffic Assignment and Analyzed Intersections*

As shown in **Table 4** and discussed above, the RWCDS is expected to result in a net incremental increase of approximately 610, 457, 689, and 569 vehicle trips during the weekday AM, midday, and PM peak hours, and Saturday peak hour, respectively. As these traffic volumes would exceed 50 trips in each peak hour (the *CEQR Technical Manual* Level 1 screening threshold for a detailed analysis), an assignment of net increment traffic volumes was prepared for each period to help identify individual intersections for analysis (a Level 2 screening assessment).

The assignments of auto and taxi trips to the street network in proximity to the Project Area were based on the anticipated origins and destinations of vehicle trips associated with the different land uses projected under the RWCDS. The origins/destinations for residential uses were based on 2012-2016 American Community Survey (ACS) journey-to-work data, while those for the office/daycare (staff), warehouse, and light industrial uses were based on 2012-2016 ACS reverse journey-to-work data. The origins/destinations of trips generated by local retail, community center, daycare (students) and physical cultural establishment uses, which are typically local trips within the surrounding neighborhood, were based on the population density within a 0.5-mile radius of the Project Area. Similarly, origins/destinations for the cinema, supermarket, medical office, destination retail, auto dealership, and arts and cultural center uses were based on population density in proximity to the Project Area and

surrounding neighborhoods within a two-mile radius. **Table 5** shows the directional distributions of auto and taxi trips by land use based on the origin/destination data. Using these distributions, auto and taxi trips were first assigned to various portals on the periphery of Astoria, and from there via the most direct route to the Project Area. As the RWCDS includes on-site accessory parking, auto trips were assigned directly to the proposed parking garage entrances on 37th Street and 38th Street for Projected Development Site A, 38th Street for Projected Development Site B, 41st Street for Projected Development Sites C and D, and 43rd Street for Projected Development Site E. Similarly, vehicle trips for the non-applicant controlled sites (Sites F - K) were assigned to their respective frontages. Although some drivers may park at off-site public parking facilities, assigning all trips to the Project Area can be considered a conservative approach with respect to the traffic impact analysis as it concentrates project traffic at analyzed intersections in proximity to the site rather than dispersing it to outlying parking facilities.

**Table 5**
**Directional Distributions of Auto/Taxi Trips by Land Use**

| Land Use | Queens | | | | Manhattan | Bronx | Brooklyn | Long Island | Staten Island/NJ | Upstate NY/CT |
|---|---|---|---|---|---|---|---|---|---|---|
| | N | S | E | W | | | | | | |
| Residential[1] | 8.9 % | 6.3% | 26.9% | 8.0% | 12.4% | 8.1% | 7.6% | 11.5% | 2.8% | 7.6% |
| Office/Daycare Staff/ Warehouse / Lt. Industrial[2] | 6.5 % | 4.2% | 36.8% | 5.1% | 0.7% | 3.2% | 6.0% | 20.8% | 12.3% | 4.4% |
| Local Retail/ Community Center/ Daycare (Students)/ Physical Cultural Establishment [3] | 29.0% | 41.9% | 11.8% | 17.3% | ---- | ---- | ---- | ---- | ---- | ---- |
| Cinema/Supermarket/ Medical Office/ Destination Retail/ Auto Dealership/ Arts & Cultural Center[4] | 21.8% | 20.3% | 24.4% | 33.5% | ---- | ---- | ---- | ---- | ---- | ---- |

**Notes:**
[1] Based on 2012-2016 ACS journey-to-work data.
[2] Based on 2012-2016 ACS reverse journey-to-work 5-Year data for Queens Census Tracts 51, 55, 57, 59, 155, 157, and 159.
[3] Based on population density within 0.5-mile of the Project Area.
[4] Based on population density within two miles of the Project Area.

It should be noted that under the Proposed Actions the existing cinema use would be relocated from Projected Development Site A to Projected Development Site D, and expanded from 3,450 seats to 3,500 seats. As such, the traffic assignments also take into account the relocation of the existing cinema demand from Site A to Site D.

Taxi trips were generally assigned to the building frontages. Truck trips were assigned to Northern Boulevard and Astoria Boulevard, which are the primary DOT-designated Through Truck Routes in proximity to the Project Area, and to Broadway, which is a DOT-designated Local Truck Route. From these designated truck routes, truck trips were assigned to the proposed loading berths on 37th Street for Projected Development Site A, 38th Street for Projected Development Site B, 41st Street for Project Development Site C, 42nd Street for Projected Development Site D, and 42nd Street and 43rd Street for

Projected Development Site E. Similarly, truck trips for the non-applicant controlled sites (Sites F – K) were assigned to their respective frontages.

Representative intersections most likely to be used by concentrations of action-generated vehicles traveling to and from the Project Area were then identified for detailed analysis based on the preliminary assignments. Existing bottleneck locations and prevailing travel patterns in the study area were also taken into consideration. **Figure 2** shows the locations of 42 intersections (37 signalized and five unsignalized) selected for detailed analysis pending further consultation with DCP and DOT.[1] Most of the analyzed intersections are located along corridors providing direct access to the Project Area, including Northern Boulevard (19 intersections), 35th Avenue (seven intersections), 36th Avenue (five intersections), and 34th Avenue (four intersections). Analyzed intersections are also located along corridors connecting the Project Area to the Long Island Expressway and Queens Midtown Tunnel, including Greenpoint Avenue (five intersections), 39th Street (four intersections) and 38th Street (two intersections). There is also one analyzed intersection along Broadway. The intersections selected for analysis are listed below:

<u>Signalized Intersections</u>

1. Broadway @ 43rd Street
2. 34th Avenue @ 38th Street
3. 34th Avenue @ 41st Street
4. 34th Avenue @ 43rd Street
5. 35th Avenue @ 37th Street
6. 35th Avenue @ 38th Street
7. 35th Avenue @ Steinway Street
8. 35th Avenue @ 41st Street
9. 35th Avenue @ 42nd Street
10. 35th Avenue @ 43rd Street
11. 36th Avenue @ 37th Street
12. 36th Avenue @ 38th Street
13. 36th Avenue @ Steinway Street
14. Northern Boulevard @ Ed Koch Queensboro Bridge Lower Roadway
15. Northern Boulevard @ 40th Road
16. Northern Boulevard @ 31st Street/40th Avenue
17. Northern Boulevard @ 39th Avenue/Honeywell Street
18. Northern Boulevard @ 34th Street
19. Northern Boulevard @ 35th Street/38th Avenue
20. Northern Boulevard @ 36th Street
21. Northern Boulevard @ 37th Street
22. Northern Boulevard @ 38th Street
23. Northern Boulevard @ 39th Street/Steinway Street

[1] Refer to the **Appendix** for the assignment of net incremental peak hour vehicle trips.

24. Northern Boulevard @ 41st Street
25. Northern Boulevard @ 42nd Street
26. Northern Boulevard @ 43rd Street/42nd Place
27. Northern Boulevard @ 44th Street
28. Northern Boulevard @ 46th Street
29. Northern Boulevard @ 48th Street/34th Avenue
30. Northern Boulevard @ 51st Street
31. Skillman Avenue @ 39th Street
32. 43rd Avenue @ 39th Street
33. Greenpoint Avenue @ Borden Avenue (EB)
34. Greenpoint Avenue @ Borden Avenue (WB)
35. Greenpoint Avenue @ Hunters Point Avenue
36. Greenpoint Avenue @38th Street
37. Greenpoint Avenue @ 39th Street

Unsignalized Intersections

38. 36th Avenue @ 41st Street
39. Northern Boulevard @ 36th Avenue
40. Northern Boulevard @ Newtown Road
41. Hunters Point Avenue @ 38th Street
42. Hunters Point Avenue @ 39th Street

*Traffic Analysis Peak Hours*

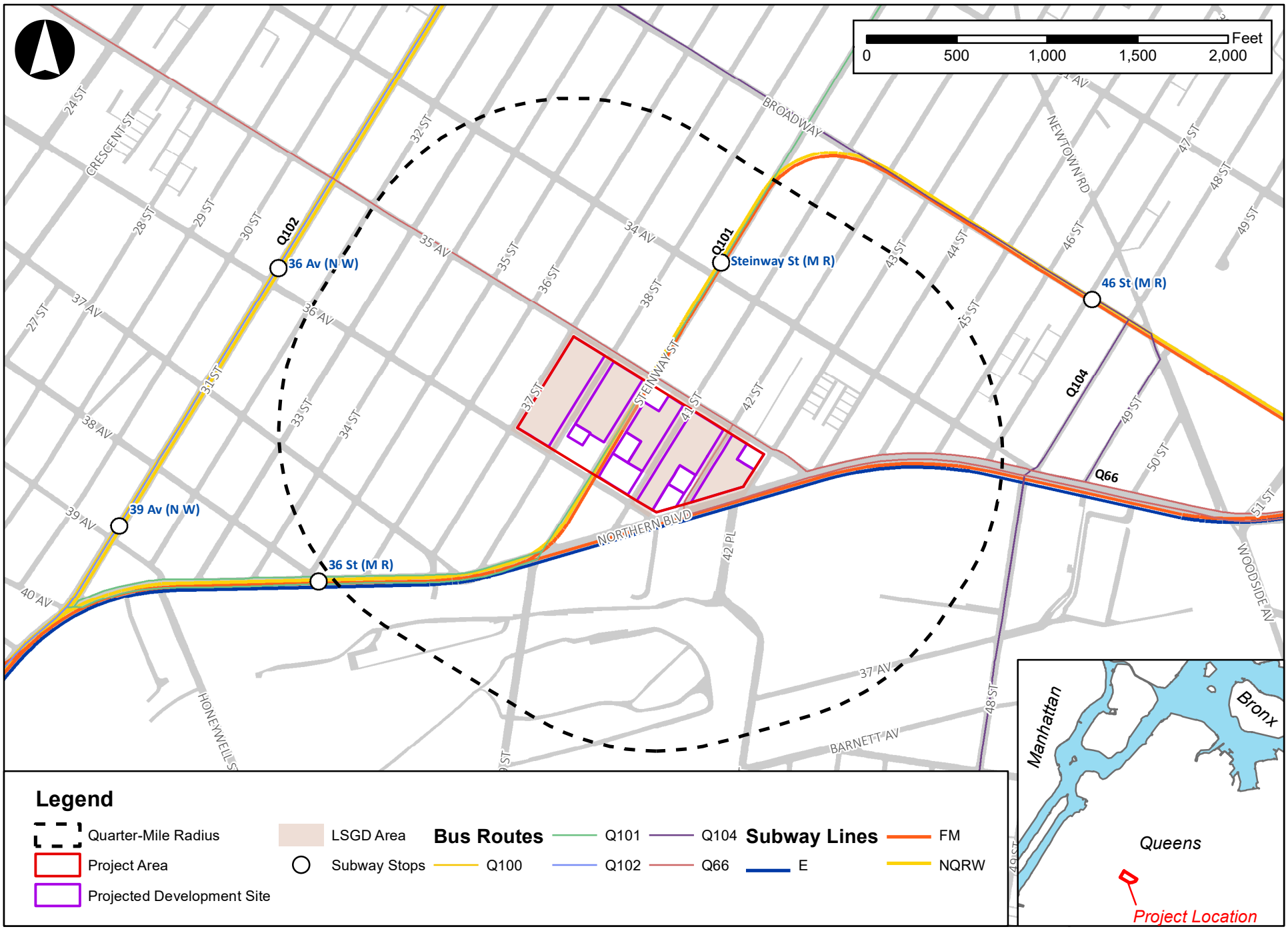
As discussed above, detailed traffic analyses would be required one or more intersections during the weekday AM, midday and PM peak hours, and Saturday peak hour. The traffic impact analysis will therefore focus on all four of these peak periods. The specific peak hours for analysis will determined based on automatic traffic recorder (ATR) count data that will be collected in proximity to the Project Area as part of the data collection program for the EIS transportation analyses.

**Transit**

*Subway Stations*

As discussed previously, according to the general thresholds used by the MTA and specified in the *CEQR Technical Manual*, if a proposed action would result in an increase of 200 or more passengers at a single subway station or on a single subway line, a detailed subway analysis would be warranted. As shown in **Table 4**, the RWCDS is expected to generate a net total of approximately 2,642 and 2,958 incremental subway trips in the weekday AM and PM peak hours, respectively.

Three NYCT subway stations located in proximity to the Project Area are expected to be used by project-generated demand (see **Figure 3**). Two of these stations are served by M trains (weekdays only) and R trains operating on the Queens Boulevard Line—the 36th Street station located below Northern




Source: NYCDCP (PLUTO 2020, Version VIII); DOITT (2020)

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**Figure 3**
**Project Area Transit Services**

Boulevard, and the Steinway Street station located below Steinway Street. The third station, the 36th Avenue station, is located on an elevated structure above 31st Street and is served by N trains (at all times) and W trains (weekdays only) operating on the Astoria Line.

Incremental subway trips generated by the Proposed Actions were assigned to the three stations serving the Project Area based on census origin/destination data and each station's proximity to individual projected development sites. Subway riders expected to use M and R trains were distributed between the Steinway Street and 36th Street stations based on proximity, while riders traveling via N and W trains were assigned to the 36th Avenue station. The numbers of peak hour trips assigned to each station are shown in **Table 6**. As shown in **Table 6**, it is estimated that the new subway demand would likely exceed the 200-trip *CEQR Technical Manual* analysis threshold in the AM and PM peak hours at all three of the stations serving the Project Area. Therefore, the Steinway Street, 36th Street and 36th Avenue stations were all selected for detailed analysis. Key circulation elements (e.g., stairs and fare arrays) expected to be used by concentrations of new demand from the Proposed Action will be analyzed.

**Table 6**

**Net Incremental Peak Hour Subway Trips by Station**

| Station | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|
| | In | Out | Total | In | Out | Total |
| Steinway Street (M, R) | 431 | 921 | 1,352 | 830 | 686 | 1,516 |
| 36th Street (M, R) | 108 | 231 | 339 | 207 | 172 | 379 |
| 36th Avenue (N, W) | 277 | 674 | 951 | 606 | 457 | 1,063 |
| Total | 816 | 1,826 | 2,642 | 1,643 | 1,315 | 2,958 |

*Subway Line Haul*

As discussed above, the Project Area is currently served by a total of four NYCT subway routes, including the M, N, R and W. As the Proposed Action's RWCDS is expected to generate 200 or more new peak hour subway trips in one direction on one or more of these lines, an analysis of subway line haul conditions will be included in the EIS. The analysis will use subway service and ridership data provided by NYCT to assess existing, future No-Action, and future With-Action conditions at the maximum load points during the weekday AM and PM peak hours.

*Bus*

As shown in **Figure 3**, four MTA Bus Company local bus services operate within approximately ¼-mile of the Project Area—the Q66, Q101, Q102, and Q104. These services and the principal corridors on which they operate in proximity to the Project Area are listed in **Table 7**.

**Table 7**
**Bus Routes Serving the Project Area**

| Route | Operating Agency | Route Endpoints | Corridors Served in Proximity to the Rezoning Area |
|---|---|---|---|
| Q66 | MTA Bus | Flushing, Queens – Long Island City | 35th Avenue |
| Q101 | MTA Bus | East Midtown – Steinway | Steinway Street |
| Q102 | MTA Bus | Astoria – Roosevelt Island | 31st Street |
| Q104 | MTA Bus | Sunnyside – Long Island City | Broadway/48th Street |

*Bus Assignment and Analyzed Routes*

As shown in **Table 4**, the Proposed Action's RWCDS is expected to generate a net total of approximately 142 and 197 incremental trips by local bus during the weekday AM and PM peak hours, respectively. These bus trips were assigned to each route based on proximity to individual projected development sites and current ridership patterns. **Table 8** shows the anticipated numbers of new riders expected on each local bus route in the AM and PM peak hours. According to the general thresholds used by the MTA and specified in the *CEQR Technical Manual*, a detailed analysis of bus conditions is generally not required if a proposed action is projected to result in fewer than 50 peak hour trips being assigned to a single bus route (in one direction), as this level of new demand is considered unlikely to result in significant adverse impacts. As shown in **Table 8**, the Q66 bus route is expected to experience more than 50 new trips in one or both directions in each peak hour. Therefore, a detailed analysis of local bus conditions along the Q66 bus route is warranted in the EIS for both the AM and PM peak hours.

**Table 8**
**Net Incremental Bus Trips by Route**

| Route | Direction | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|
| | | In | Out | Total | In | Out | Total |
| Q66 | EB | 3 | 51 | **54** | 5 | 58 | **63** |
| | WB | 27 | 6 | 33 | 49 | 6 | **55** |
| Q101 | NB | 4 | 8 | 12 | 9 | 9 | 18 |
| | SB | 4 | 8 | 12 | 9 | 9 | 18 |
| Q102 | NB | 3 | 6 | 9 | 5 | 7 | 12 |
| | SB | 3 | 6 | 9 | 5 | 6 | 11 |
| Q104 | EB | 3 | 3 | 6 | 6 | 4 | 10 |
| | WB | 2 | 5 | 7 | 3 | 7 | 10 |
| Total | | 49 | 93 | 142 | 91 | 106 | 197 |

Notes:
**Bold** - denotes greater than 50 incremental trips per direction.

**PEDESTRIANS**

Under *CEQR Technical Manual* guidelines, detailed pedestrian analyses are generally warranted if a proposed action is projected to result in 200 or more new peak hour pedestrians at any sidewalk, corner reservoir area or crosswalk. As shown in **Table 4**, the Proposed Actions are expected to generate approximately 920 walk-only trips in the weekday AM peak hour, 3,037 in the weekday midday peak

hour, 1,786 in the weekday PM peak hour, and 1,651 in the Saturday peak hour. Persons en route to and from subway station entrances and bus stops would add approximately 2,784, 1,438, 3,155, and 2,552 additional pedestrian trips to sidewalks and crosswalks in proximity to the Project Area during these same periods, respectively. In the weekday AM and PM peak hours, new pedestrian trips would be most concentrated on sidewalks and crosswalks adjacent to the projected development sites and nearby subway station entrances and bus stops. In the weekday midday and Saturday peak hours, pedestrian trips would tend to be more dispersed, as people travel throughout the area for lunch, shopping and/or errands.

Given the numbers of incremental pedestrian trips that would be generated, a detailed analysis of pedestrian conditions under the Proposed Action is warranted. The specific peak hours for analysis will determined based on pedestrian counts that will be conducted in proximity to the Project Area as part of the data collection program for the EIS transportation analyses.

Based on a preliminary assignment of incremental peak hour pedestrian trips, a total of 138 pedestrian elements (40 sidewalks, 33 crosswalks and 65 corner areas) are expected to experience a net increase of 200 or more trips in one or more peak hours and were therefore selected for analysis. As shown in **Figure 4,** these elements, which are listed below, are primarily located in the immediate proximity of the Project Area, along Northern Boulevard, 36th Avenue and 36th and Steinway Streets which connect the Project Area to nearby subway station entrances, and along 41st, 42nd and 43rd Streets.

<u>Sidewalks</u>

- North sidewalks along 34th Avenue between Steinway Street and 42nd Street
- North sidewalks along 36th Avenue between 31st Street and Northern Boulevard
- South sidewalks along 36th Avenue between 31st Street and 33rd Street
- East sidewalk along 31st Street between 36th Avenue and 37th Avenue
- West sidewalk along 31st Street between 35th Avenue and 36th Avenue
- East sidewalk along 36th Street between 37th Avenue and Northern Boulevard
- North sidewalk along Northern Boulevard between 36th Avenue and 42nd Street
- South sidewalk along Northern Boulevard between 36th Street and 37th Street
- North sidewalks along 35th Avenue between 37th Street and 41st Street
- South sidewalks along 35th Avenue between 37th Street and 43rd Street
- East sidewalk along 37th Street between 35th Avenue and 36th Avenue
- East sidewalk along 38th Street between 35th Avenue and 36th Avenue
- East sidewalks along Steinway Street between 34th Avenue and 36th Avenue
- West sidewalks along Steinway Street between 34th Avenue and 36th Avenue
- East sidewalks along 41st Street between 34th Avenue and 36th Avenue
- West sidewalk along 41st Street between 35th Avenue and 36th Avenue
- East sidewalks along 42nd Street between 34th Avenue and Northern Boulevard
- West sidewalks along 42nd Street between 34th Avenue and Northern Boulevard

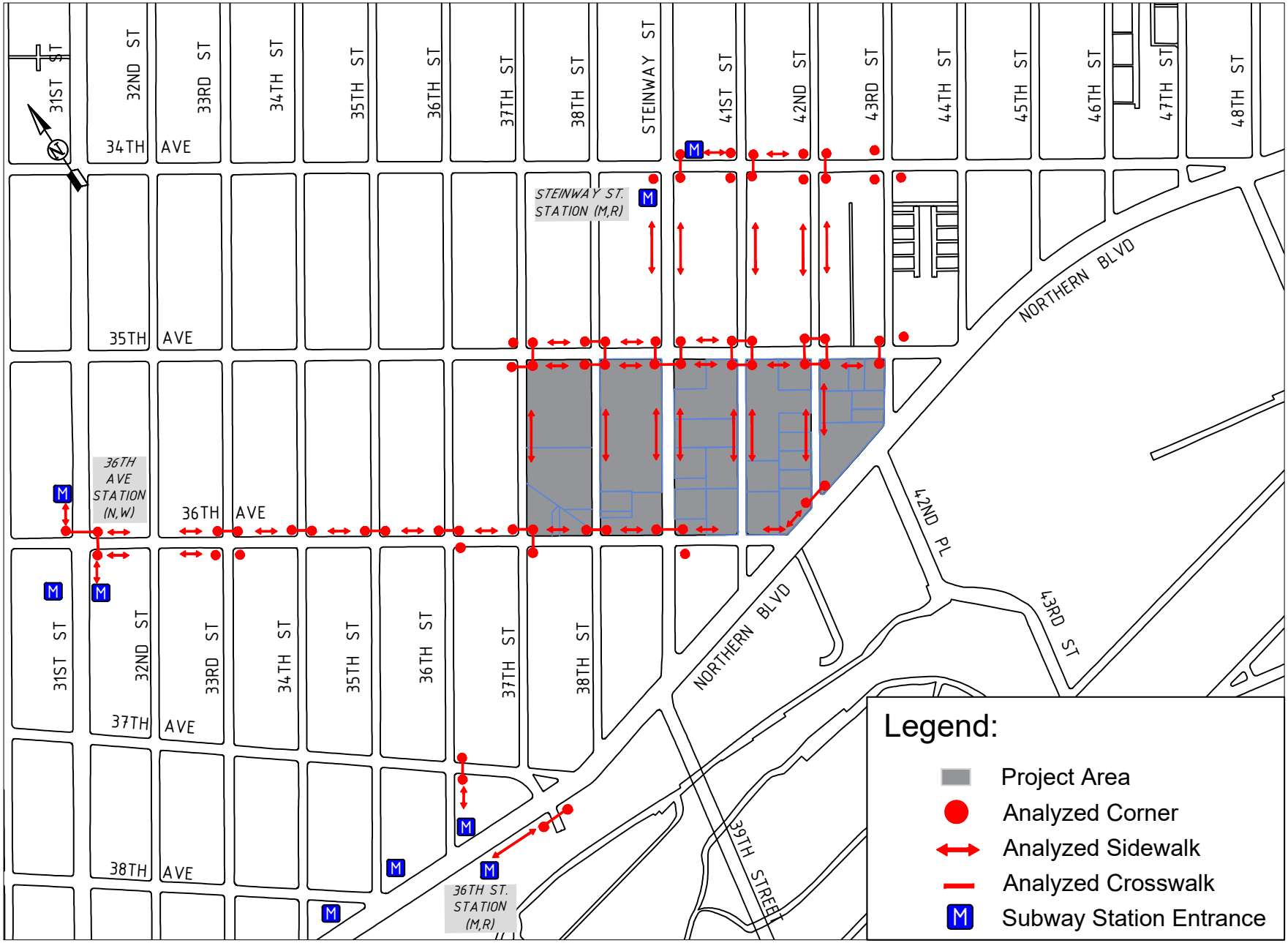


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Figure 4

Analyzed Pedestrian Elements

Crosswalks

- North and east crosswalks of 36th Avenue and 31st Street
- North crosswalk of 36th Avenue and 33rd Street
- North crosswalk of 36th Avenue and 34th Street
- North crosswalk of 36th Avenue and 35th Street
- North crosswalk of 36th Avenue and 36th Street
- North and east crosswalks of 36th Avenue and 37th Street
- North crosswalk of 36th Avenue and 38th Street
- North crosswalk of 36th Avenue and Steinway Street
- East crosswalk of 37th Avenue and 36th Street
- South crosswalk of Northern Boulevard and 37th Street
- East and south crosswalks of 35th Avenue and 37th Street
- North, east, and south crosswalks of 35th Avenue and 38th Street
- East, south, and west crosswalks of 35th Avenue and Steinway Street
- North, east, south, and west crosswalks of 35th Avenue and 41st Street
- North, east, south, and west crosswalks of 35th Avenue and 42nd Street
- West crosswalk of 35th Avenue and 43rd Street
- East crosswalk of 34th Avenue and Steinway Street
- East crosswalk of 34th Avenue and 41st Street
- East crosswalk of 34th Avenue and 42nd Street
- North crosswalk of Northern Boulevard and 42nd Street

Corners

- Northeast, southeast, and northwest corners of 36th Avenue and 31st Street
- Northeast, southeast, southwest, and and northwest corners of 36th Avenue and 33rd Street
- Northeast and northwest corners of 36th Avenue and 34th Street
- Northeast and northwest corners of 36th Avenue and 35th Street
- Northeast, southeast and northwest corners of 36th Avenue and 36th Street
- Northeast, southeast, and northwest corners of 36th Avenue and 37th Street
- Northeast and northwest corners of 36th Avenue and 38th Street
- Northeast, southeast and northwest corners of 36th Avenue and Steinway Street
- Northeast and northwest corners of Northern Boulevard and 42nd Street
- Northeast and southeast corners of 37th Avenue and 36th Street
- Southeast and southwest corners of Northern Boulevard and 37th Street
- Northeast, southeast, southwest, and northwest corners of 35th Avenue and 37th Street
- Northeast, southeast, southwest, and northwest corners of 35th Avenue and 38th Street
- Northeast, southeast, southwest, and northwest corners of 35th Avenue and Steinway Street
- Northeast, southeast, southwest, and northwest corners of 35th Avenue and 41st Street
- Northeast, southeast, southwest, and northwest corners of 35th Avenue and 42nd Street
- Northeast, southwest, and northwest corners of 35th Avenue and 43rd Street

- Northeast, southeast, and southwest corners of 34th Avenue and Steinway Street
- Northeast, southeast, northwest and southwest corners of 34th Avenue and 41st Street
- Northeast, southeast, southwest, and northwest corners of 34th Avenue and 42nd Street
- Southeast, southwest, and northwest corners of 34th Avenue and 43rd Street

**VEHICULAR AND PEDESTRIAN SAFETY**

Under *CEQR Technical Manual* guidance, an evaluation of vehicular and pedestrian safety is needed for locations within the traffic and pedestrian study areas that have been identified as high crash locations. These are defined as locations with 48 or more total reportable and non-reportable crashes or where five or more pedestrian/bicyclist injury crashes have occurred in any consecutive 12 months of the most recent three-year period for which data are available. For these locations, crash trends will be identified to determine whether projected vehicular and pedestrian traffic would further impact safety, or whether existing unsafe conditions could adversely impact the flow of the projected new trips.

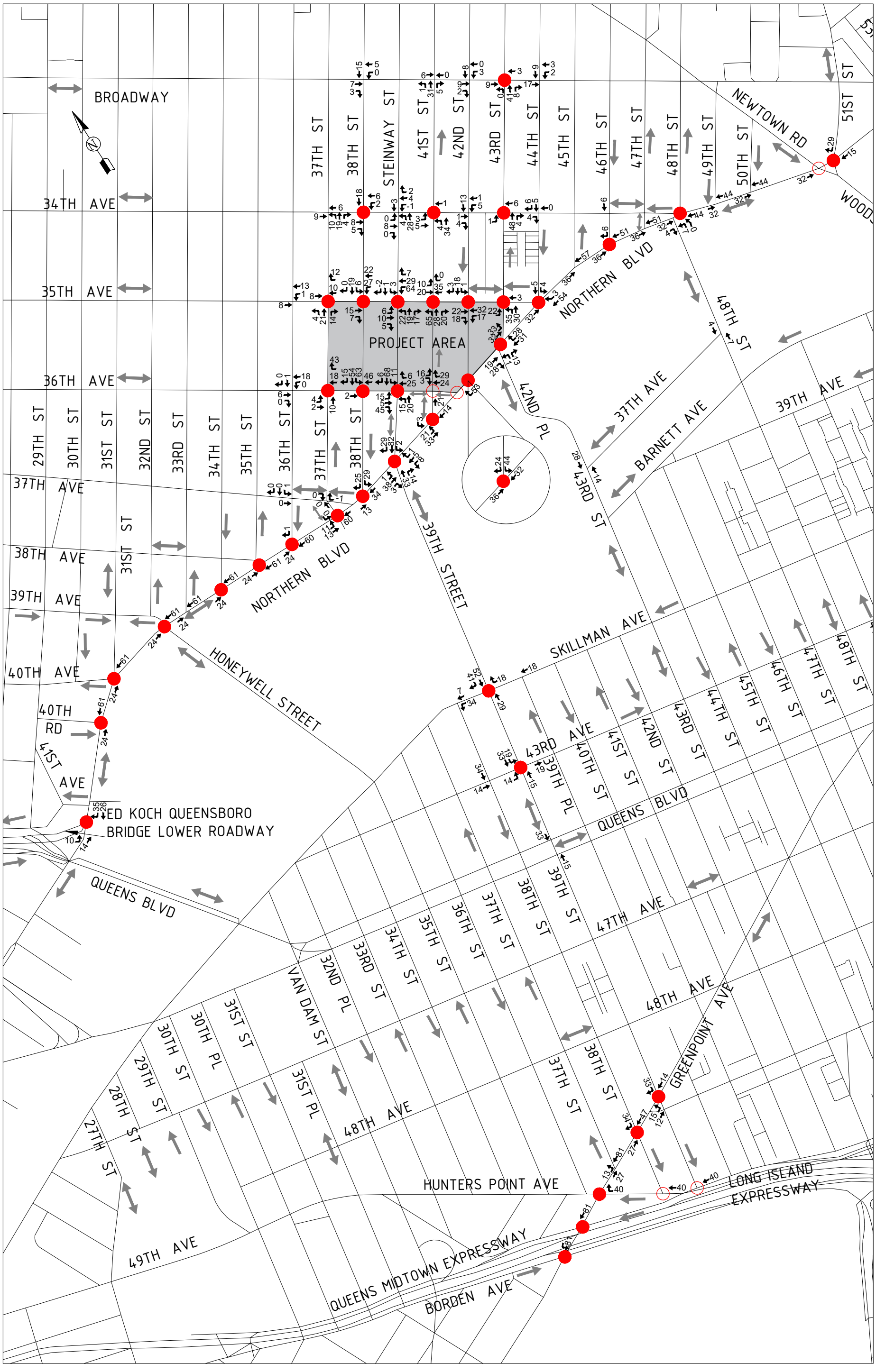
**PARKING**

Parking demand from office, retail and community facility uses typically peaks in the midday period and declines during the late afternoon and evening. By contrast, cinema parking demand typically peaks in the evening and parking demand from residential uses peaks overnight. Therefore, some of the spaces used by residents would be available to accommodate commercial and community facility demand during daytime hours. A parking demand forecast will be provided in the EIS to document the ability of the proposed on-site accessory parking on the Projected Development Site to accommodate all of the projected demand from the With Action RWCDS, and assess the potential for a significant parking shortfall.

# APPENDIX

# TRAFFIC ASSIGNMENTS OF NET INCREMENTAL PEAK HOUR VEHICLE TRIPS

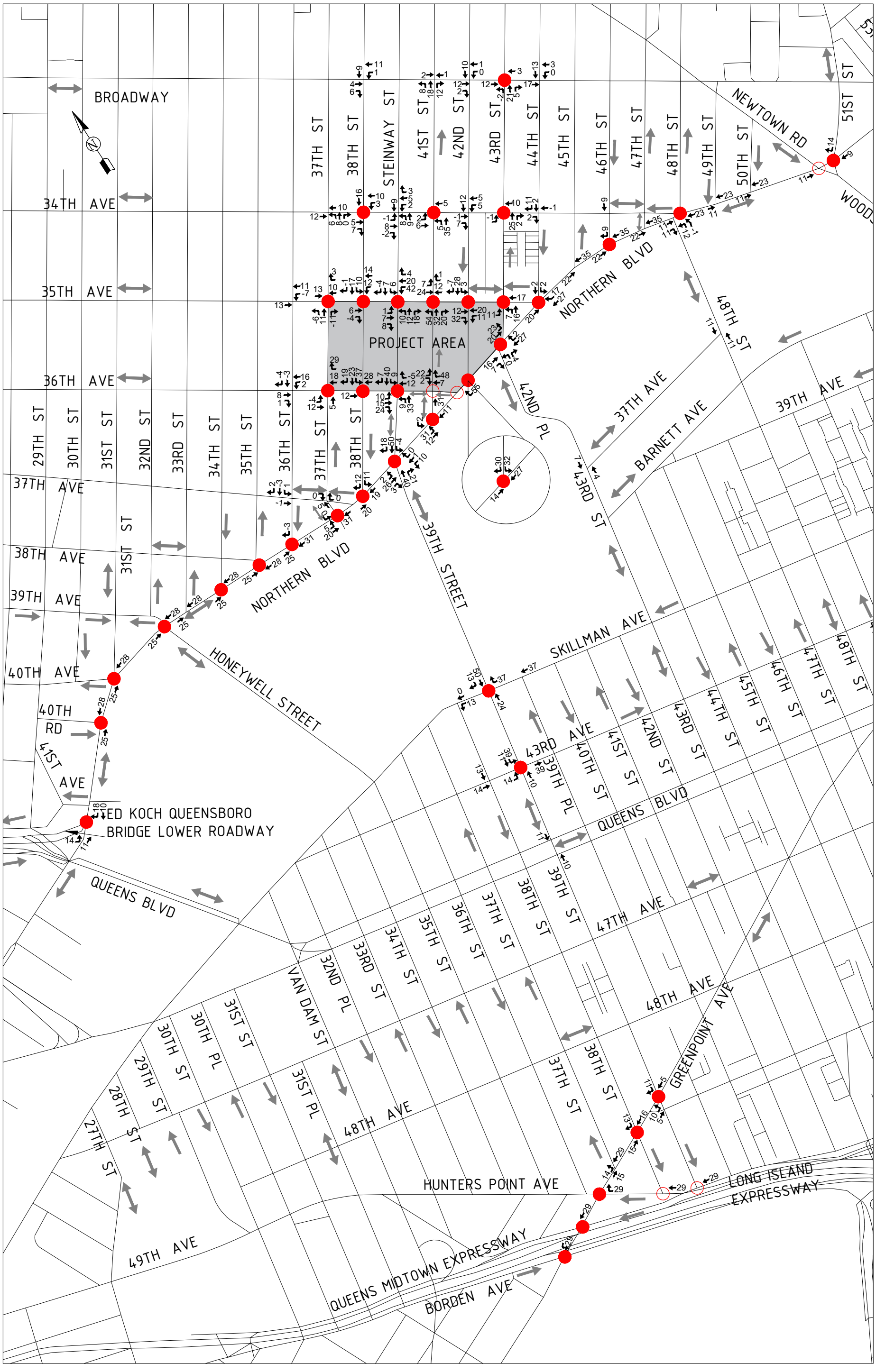
AM Peak Hour Project Increment Traffic Volumes




**Legend**

● Signalized Analysis Location ○ Unsignalized Analysis Location 2 = Weekday AM Peak Hour Volume

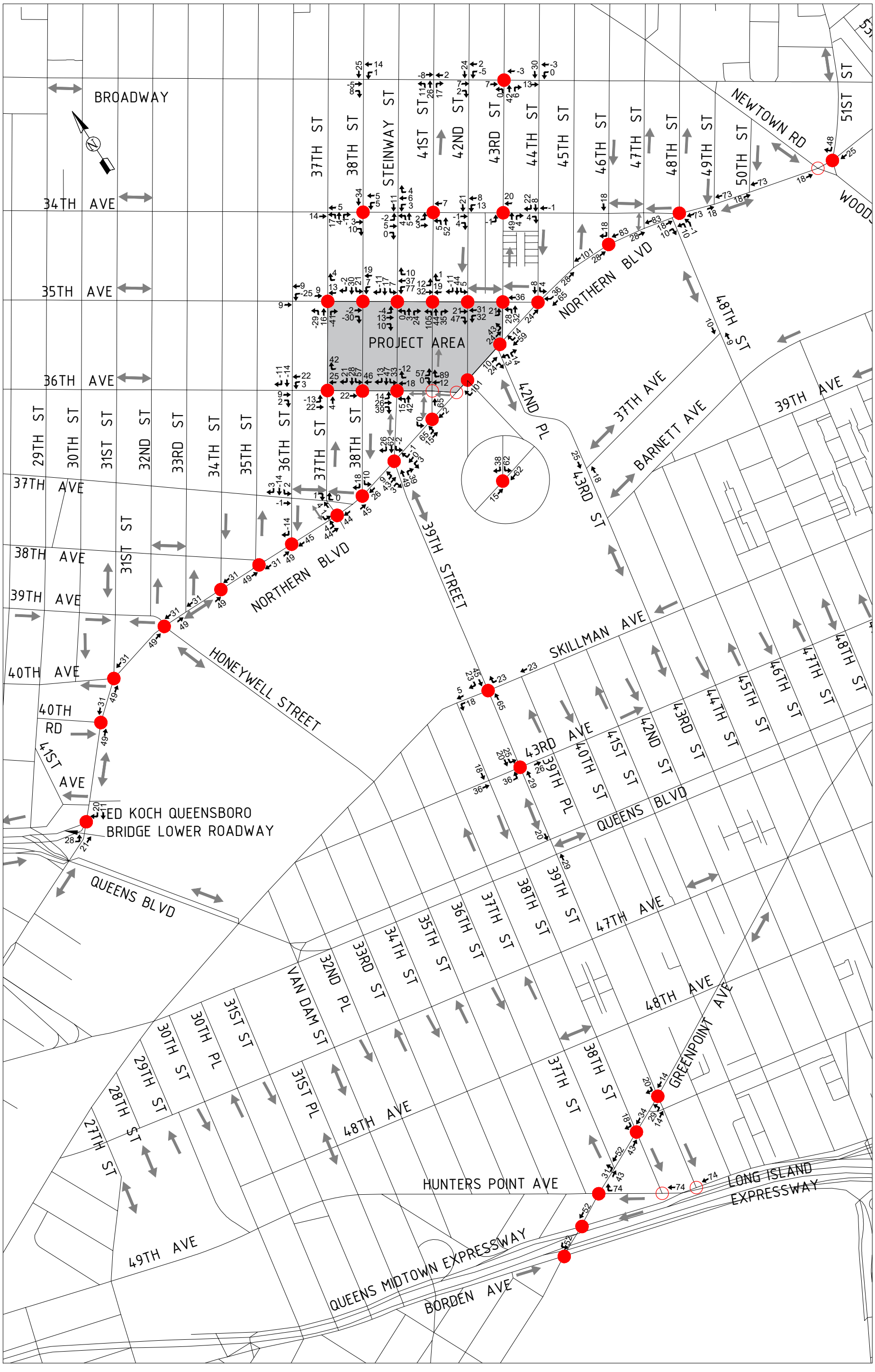
Midday Peak Hour Project Increment Traffic Volumes




**Legend**

● Signalized Analysis Location ○ Unsignalized Analysis Location 2 = Weekday MD Peak Hour Volume

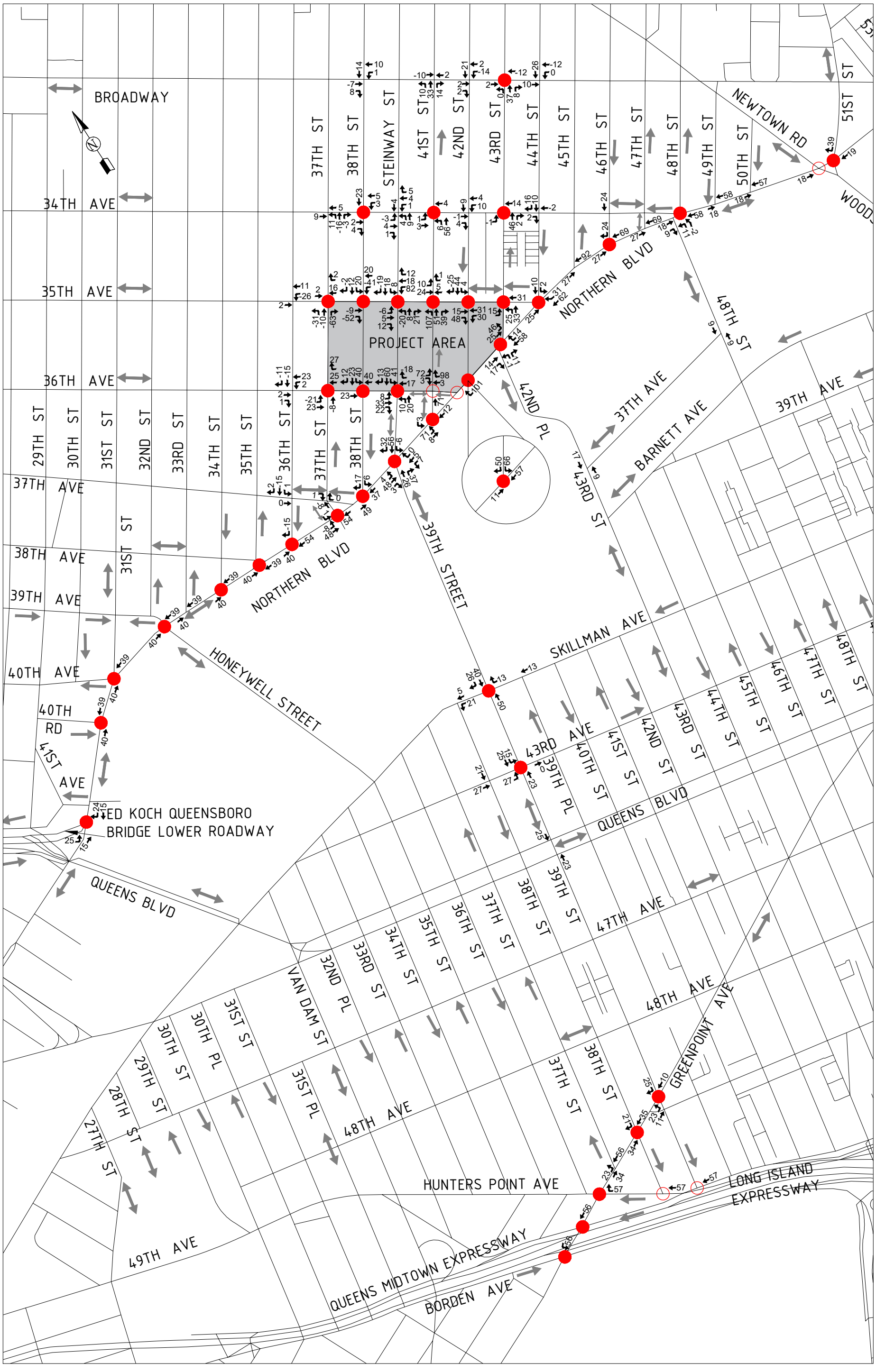
PM Peak Hour Project Increment Traffic Volumes




**Legend**

● Signalized Analysis Location ○ Unsignalized Analysis Location 2 = Weekday PM Peak Hour Volume

Saturday Peak Hour Project Increment Traffic Volumes




**Legend**

● Signalized Analysis Location ○ Unsignalized Analysis Location 2 = Saturday Peak Hour Volume