NOTICE OF PUBLIC HEARING ON THE
DRAFT ENVIRONMENTAL IMPACT STATEMENT
(CEQR No. 21DCP138Q)

Halletts North

Project Identification
CEQR No. 21DCP138Q
ULURP Nos. 220196ZMQ; 220197ZRQ;
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N220202ZAQ; N220199ZCQ; N220164LDQ
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SEQRA Classification: Type I

Lead Agency
City Planning Commission
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New York City Department of City Planning

The City Planning Commission (CPC), acting as lead agency, issued a Notice of Completion on March 25, 2022 for a Draft Environmental Impact Statement (DEIS) for the Halletts North proposal in accordance with Article 8 of the Environmental Conservation Law. **A public hearing on the DEIS will be held on Wednesday, June 8, 2022, at 10:00 AM in conjunction with the CPC's public hearing pursuant to ULURP. Comments are requested on the DEIS and will be accepted through 5:00pm, June 21, 2022. In support of the City's efforts to contain the spread of COVID-19, DCP will hold the public hearing remotely.**

To join the meeting and comment, please visit the NYC Engage site, https://www.nyc.gov/engage If you would like to register to testify via phone, need assistance with technical issues, or have any questions about participation you may call any of the phone numbers listed below, then enter the following Meeting ID.

(877) 853-5247 (Toll-free)
(888) 788-0099 (Toll-free)
(213) 338-8477 (Toll)
(253) 215-8782 (Toll)

Then enter the following meeting ID and password when prompted.

Meeting ID: 618 237 7396
Password: 1
[The Participant ID can be skipped by pressing #]

Instructions on how to participate, as well as materials relating to the hearing, will be posted on the NYC Engage site on the day of the Public Hearing, no later than 1 hour prior to the hearing. To help the meeting host effectively manage members of the public who sign up to comment, those who do not intend to actively participate are invited to watch the livestream or the recording that will be posted after the meeting. The Public Hearing livestream can be found in the above referenced NYC Engage site and will be made available on the day of the Public Hearing.

Comments are requested on the DEIS and will be accepted through 5:00pm, Tuesday, June 21, 2022. They can be submitted via email to 21DCP138Q_DL@planning.nyc.gov or mailed to Stephanie Shellooe, AICP, Director, Environmental Assessment and Review Division, New York City Department of City Planning, 120 Broadway, 31st Floor, New York, New York 10271.

Copies of the DEIS may also be obtained by contacting the Environmental Assessment and Review Division, New York City Department of City Planning, 120 Broadway, 31st Floor, New York, New York 10271, Stephanie Shellooe, AICP, Director, by calling (212) 720-3328 or by emailing sshellooe@planning.nyc.gov .

In addition, the DEIS and Final Scope of Work are available for download on the project ZAP page: https://zap.planning.nyc.gov/projects/2018Q0491. To view the Halletts North Final Scope of Work, DEIS Notice of Completion and full DEIS and Appendix, navigate to the Hallets North project page in ZAP and select Public Documents, then "Final Scope of Work," "DEIS_Notice of Completion" and "DEIS_21DCP138Q".

Please inform the Department of City Planning if you need a reasonable accommodation, such as a sign language interpreter, in order to participate in the meeting. Requests for a reasonable accommodation or foreign language assistance during the meeting should be emailed to AccessibilityInfo@planning.nyc.gov or by calling 212-720-3508. Requests must be submitted at least ten business days before the meeting.

The Applicant, Astoria Owners, LLC, is seeking a zoning map amendment, a zoning text amendment, a City Map amendment, a waterfront special permit, waterfront authorizations, and a waterfront certification by the New York City Planning Commission (CPC) Chairperson (collectively, "the Proposed Actions") affecting an approximately 3.8-acre site in the Astoria neighborhood of Queens Community District 1.

The Proposed Actions would facilitate a proposal by the Applicant to develop a new approximately 1,154,987 gross square foot (gsf) mixed-use development ("Proposed Project") on approximately 164,392 sf of lot area ("Projected Development Site 1"). The Proposed Project would be comprised of approximately 1,400 dwelling units (DUs) (approximately 1,130,462 gsf of residential area), of which 350 DUs would be affordable; approximately 1,887 gsf of local retail space; approximately 22,638 gsf of community facility space; 525 accessory parking spaces; and 41,363 sf of publicly accessible open space. The anticipated Build Year is 2031.

The proposed zoning map amendment would rezone Projected Development Site 1 (Block 911, Lot 1) and one additional site not under the control of the Applicant (Block 911, Lot 49, "Projected Development Site 2"). Together, these lots comprise approximately 199,245 sf (the "Project Area"). As discussed in detail below, it assumed that Block 911, Lot 49 would be redeveloped as a separate development site as a result of the Proposed Actions.

Development of the Proposed Project requires approvals from the City Planning Commission (CPC) for the following discretionary actions:

- Zoning Map Amendment to rezone the Project Area from an M1-1 to an R7-3/C2-4 district (Zoning Map 9a);
- Zoning Text Amendment to modify Appendix F of the Zoning Resolution (ZR) to include the Project Area as a Mandatory Inclusionary Housing (MIH) area;
- A City Map amendment to eliminate 3rd Street between 26th Avenue and the waterfront;
- Waterfront Special Permit to waive height and setback regulations (ZR 62-837(a));

- Waterfront Authorization to modify requirements within the waterfront public access area (ZR 62- 822(a));
- Waterfront Authorization for phased developments (ZR 62-822(c)).

Development of the Proposed Project requires approvalfor the following ministerial action:

- A certification by the Chairperson of the City Planning Commission (CPC) pursuant to ZR 62-811 pertaining to the provision of waterfront public access areas and visual corridors (not subject to ULURP).

In order to assess the potential effects of the Proposed Actions, a reasonable worst-case development scenario (RWCDS) for both "future No-Action" (No-Action) and "future with the Proposed Action" (With-Action) conditions will be analyzed for an analysis year, or Build Year, of 2031. The future With-Action scenario identifies the amount, type and location of development that is expected to occur by the end of 2031 as a result of the Proposed Actions. The No-Action scenario identifies development projections for 2031 absent the Proposed Actions. The effect of the Proposed Actions would be the incremental change in conditions between the No-Action and With-Action scenarios.

Compared to future conditions without the Proposed Actions, the RWCDS anticipates that the Proposed Actions would result in a net increase of 1,665 dwelling units (approximately 1,334,758 gsf), 16,887 gsf of retail space, 22,638 gsf of community facility space, and 544 accessory parking spaces, as well as a reduction of approximately 201,362 gsf of industrial/warehouse space. The Proposed Actions would result in an increase of 3,880 residents and a net reduction of 90 employees. This net increment represents the basis for environmental analyses in the DEIS.

The DEIS identifies potential significant adverse impacts related to community facilities (elementary schools and early childhood programs), open space (active open space), transportation (traffic, transit, and pedestrian), noise, and construction (traffic and noise).

Potential mitigation measures for elementary schools are currently being explored by the Applicant in consultation with the lead agency, the New York City Department of City Planning (DCP), the New York City School Construction Authority (SCA), and the New York City Department of Education (DOE) and will be refined between the DEIS and FEIS. If feasible mitigation is found, the impacts upon elementary school seats in the study area will be considered mitigated. Absent the implementation of such measures, the Proposed Actions could result in an unmitigated significant adverse impact to elementary schools.

Potential mitigation measures for early childhood programs may include adding capacity to existing facilities if determined feasible through consultation with DOE or providing a new child care facility within or near the Project Area. Consideration of providing additional child care facility capacity and/or other measures is being explored in consultation with the lead agency, DCP, and DOE. Absent the implementation of such measures, the Proposed Actions could result in an unmitigated significant adverse impact to publicly funded child care centers.

Potential mitigation measures for open space are currently being explored by the Applicant in consultation with the DCP and the New York City Department of Parks and Recreation (NYC Parks). Potential mitigation measures for open space measures may include, but are not limited to, creating new open space within the study area; funding for improvements, renovation, or maintenance at existing local parks; or improving existing open spaces to increase their utility or capacity to meet identified open space needs in the area, such as through the provision of additional active open space facilities. NYC Parks has expressed a community need to improve and renovate

the existing Triborough Bridge Playground B, located approximately 0.5 miles east of the Project Area, which could increase utility and provide additional active open space facilities in the neighborhood. Improvements and/or renovations at the Triborough Bridge Playground B as a potential mitigation measure will be further refined between the DEIS and FEIS.

Regarding the potential for transportation (traffic) impacts, the Proposed Actions would result in significant adverse impacts at 20 study area intersection during one or more analyzed peak hour during the weekday AM, weekday midday, weekday PM, and Saturday midday peak hours. Implementation of traffic engineering improvements, such as signal timing changes would provide mitigation for most of the anticipated traffic impacts. Implementation of the recommended traffic engineering improvements is subject to review and approval by the New York City Department of Transportation (DOT) and will be further refined between the DEIS and FEIS. If, prior to implementation, DOT determines that an identified mitigation measure is infeasible, an alternative mitigation measure will be identified, if possible. In the absence of the application of mitigation measures, the impacts would remain unmitigated.

Assuming all the proposed mitigation measures were implemented, significant adverse impacts would be fully mitigated at 11 lane groups in the weekday AM peak hour, 4 lane groups in the midday peak hour, 7 lane groups in the weekday PM peak hour, and 6 lane groups in the Saturday peak hour. Intersections where all impacts would be fully mitigated would total 6, 4, 5, and 3 during these same periods, respectively. In total, impacts to one or more lane groups would remain unmitigated in one or more peak hours at 16 intersections. The Applicant will commit to conducting a transportation monitoring program (TMP) at Projected Development Site 1, after the completion of Phases 1 and 2 and before the final Phase, to better estimate the transportation planning factors, the full build traffic demand generated by the Proposed Actions, and any future demand from No-Action developments. The TMP will revise traffic analyses where necessary to determine the likelihood of potential traffic impacts.

Regarding the potential for transportation (pedestrian) impacts, incremental demand from the Proposed Development would result in significant adverse impacts to the two sidewalks, three crosswalks, and one corner in one or more peak hours. Recommended mitigation measures consisting of the relocation/removal of impediments to sidewalk flow and the widening of crosswalks or corner areas would fully mitigate the impacts to one sidewalk (west sidewalk of 4th Street between 26th Avenue and 27th Avenue), one crosswalk and one corner (27th Avenue and 4th Street). One sidewalk (north sidewalk of 27th Avenue between 3rd Street and 4th Street) and two crosswalks (north and east crosswalks at 27th Avenue and 4th Street) would be remain unmitigated during the weekday midday and/or Saturday peak hours. In addition, the proposed traffic mitigation measures would result in a new impact on the northwest corner in the midday and Saturday peak hours that would remain unmitigated. Implementation of the proposed mitigation measures would be subject to review and approval by DOT, as well as NYC Parks if a street tree is to be removed. DCP, as lead agency, will explore potential mitigation measures in coordination with DOT and NYC Parks between publication of the DEIS and FEIS. Absent the identification and implementation of additional feasible mitigation measures that would mitigate the pedestrian impacts to the greatest extent practicable, the Proposed Actions would result in unmitigated significant adverse pedestrian impacts.

Regarding the potential for transportation (subway) impacts, the Proposed Actions would result in significant adverse impacts to one platform stairs in the AM peak hour and two stairs in the PM peak hour at the 30th Avenue (N/W) station on the BMT Astoria Line. The Applicant will commit to conducting a TMP at Projected Development Site 1, after the completion of Phases 1 and 2 and before the final Phase, to better estimate the transportation planning factors, modal splits, subway station/line usage, bus route usage, the full build demand generated by the Proposed Actions, and

any future demand from No-Action developments. The TMP will revise transit analyses based on findings of surveys and new data at the 30th Avenue station, and will be reviewed by New York City Transit (NYCT). Additionally, a preliminary study shows that a new street stair and elevator could potentially be located at the southwest corner of Newtown Avenue and 31st Street, adjacent to the 30th Avenue subway station's southbound platform. This measure would mitigate the significant adverse impact to the Manhattan-bound platform stairs (P1- P2) during the AM peak hour. The Applicant will continue to coordinate with DCP and NYCT to further explore mitigation measures between the DEIS and FEIS.

Regarding the potential for transportation (bus) impacts, the Proposed Actions would result in significant adverse impacts adverse bus line haul impacts are on the eastbound Q18, northbound Q103, and southbound Q103 buses in the AM peak hour, as well as the northbound Q103 and southbound Q103 buses in the PM peak hour. The significant adverse impact to the Q18 bus could be fully mitigated by the addition of one additional bus in eastbound direction in the AM peak hour. The significant adverse impact to the Q103 bus could be fully mitigated by one additional bus in northbound and southbound directions in the AM peak hour. The significant adverse impacts to the Q103 bus could be fully mitigated by the addition of two buses in northbound direction in the PM peak hour and one additional bus in southbound direction in the PM peak hour. While NYCT and MTA Bus Company routinely monitor changes in bus ridership and would make the necessary service adjustments where warranted, these service adjustments are subject to the agencies' fiscal and operational constraints and, if implemented, are expected to take place over time.

Regarding the potential for traffic-generated noise impacts, the Proposed Actions are predicted to result in significant adverse impacts on 10 residential and commercial office buildings along 26th Avenue between 3rd and 4th Street, and along 3rd Street between 26th and 27th Avenue during various peak hours. Specifically, traffic-generated noise impacts are expected to occur at 3-04 – 3-06 26th Avenue, 3-08 – 3-10 26th Avenue, 26-38 3rd Street, 26-31 3rd Street, 26-24 3rd Street, 26-18 3rd Street, 26-19 3rd Street, 26-15 3rd Street, 26-11 3rd Street, and 26-35 3rd Street. Practicable and feasible mitigations measures will be explored in consultation with DCP and additional work will be conducted between the DEIS and FEIS to provide a sufficient reduction to the identified noise increments to remain below the CEQR threshold (i.e., 3 dBA) or to lower interior noise levels at the identified impacted noise receptors to an acceptable range. If warranted, possible mitigation measures could include installing storm windows or providing an alternate means of ventilation (including, but not limited to, air conditioning) to impacted existing noise receptors where these measures are not already in use. However, if interior noise levels at the identified impacted noise receptors are still above the acceptable level (i.e., 45 dBA or lower for residential/community facility uses, and 50 dBA or lower for commercial office uses) and there are no other feasible and practicable mitigation measures that are identified, the significant adverse mobile source noise impacts would be considered either partially mitigated or would remain unmitigated.

Regarding the potential for construction (traffic) impacts, conditions during the 2027 Q3 and Q4 construction were evaluated at 21 intersections (10 signalized and 11 unsignalized) in the traffic study area where combined construction and incremental operational vehicle trips would exceed the 50-trips/hour CEQR Technical Manual analysis threshold in the AM and/or PM construction peak hours. The construction traffic impact analysis identified the potential for significant adverse impacts to two lane groups at one intersection in the weekday AM construction peak hour, and ten lane groups at five intersections in the weekday PM construction peak hour. Implementation of recommended traffic signal timing changes at an existing traffic signal would fully mitigate the significant adverse impacts to two lane groups at one intersection in the construction PM peak hour. However, significant adverse impacts to two lane groups at one intersection in the construction AM peak hour and eight lane groups at four intersections in the construction PM peak hour would

remain unmitigated. Implementation of the recommended traffic signal timing changes is subject to review and approval by DOT. If, prior to implementation, DOT determines that this mitigation measure is infeasible, an alternative and equivalent mitigation measure may be identified.

Regarding the potential for construction (noise) impacts, the Proposed Actions would have the potential to result in significant adverse construction noise impacts at several receptor locations surrounding the Project Area. Construction activities would follow the requirements of the New York City Noise Control Code (also known as Chapter 24 of the Administrative Code of the City of New York, or Local Law 113) for construction noise control measures. Specific noise control measures would be incorporated in noise mitigation plan(s) required under the New York City Noise Control Code. These measures could include a variety of source and path controls. However, the implementation of these measures would not eliminate all of the identified significant adverse construction noise impacts predicted to occur during hours when the loudest pieces of construction equipment are in use. Consequently, these construction (noise) impacts would not be fully mitigated and would therefore constitute an unavoidable significant adverse construction (noise) impact.

In addition, three potential alternatives to the Proposed Actions were studied: a No-Action Alternative, No Unmitigated Significant Adverse Impacts Alternative, and a Lower Density Alternative. None of these alternatives would meet the primary objectives of the Proposed Action, and no feasible alternatives are available that would result in no unmitigated impacts and meet the Proposed Action’s goals.