Foreword

This Final Environmental Impact Statement (FEIS) has been prepared by the Applicant for the New York City Planning Commission (CPC) as lead agency, in compliance with the State Environmental Quality Review Act (SEQRA) and City Environmental Quality Review (CEQR) for the proposed redevelopment of a currently underutilized portion of the Queens waterfront along the East River. As detailed in Chapter 1.0, "Project Description," the Proposed Action ("the Project" or "Silvercup West") would result in the development of an approximately 2.77 million gross-square-foot (gsf) mixed-use development on a project site immediately south and adjacent to the Queensboro Bridge. The Proposed Action would require a number of discretionary actions and approvals by the CPC and other public agencies subject to CEQR.

BACKGROUND

Based on the evaluations contained in an Environmental Assessment Statement (EAS) for the Proposed Action, the CPC issued a Positive Declaration on May 20, 2005 establishing the need to prepare an Environmental Impact Statement (EIS). Simultaneous with the issue of the Positive Declaration, a Draft Scoping Document was issued detailing the proposed scope and content of the Draft Environmental Impact Statement (DEIS). A public scoping meeting was held on the Draft Scoping Document on June 28, 2005 during which the public was provided an opportunity to comment on the Draft Scoping Document. A public comment period on the Draft Scoping Document was held open until July 8, 2005. Based on comments received at the public scoping meeting and during the public comment period, a Final Scoping Document was prepared and issued on February 15, 2006.

A DEIS was prepared in accordance with the Final Scoping Document presenting analyses of the potential impacts of the Proposed Action, including assessments of a Preferred Development Program and three variations to the Preferred Development Program. The DEIS was certified as complete and a Notice of Completion for the DEIS was issued on February 17, 2006 and together with the DEIS was distributed for public review.

The analyses included in the DEIS conformed with the requirements for preparing an EIS under CEQR as detailed in the *City Environmental Quality Review Technical Manual* (City of New York, October 2001).

This DEIS was circulated for public review concurrently with related applications for consideration under the City's Uniform Land Use Review Procedure (ULURP). A public hearing on this DEIS was held on May 24, 2006. Written comments on the DEIS submitted no later than ten calendar days after the public hearing were considered in preparing this FEIS for the Proposed Action.

CHANGES SINCE ISSUANCE OF THE DEIS

The differences between the DEIS and FEIS relate principally to the comments received from City agencies and the public. The FEIS addresses the comments received on the DEIS in two ways, either through modification of the analyses and/or EIS text in response to a comment, or as an explanation provided in a new chapter of this FEIS, Chapter 28, "Response to Comments."

The principal differences between the DEIS and FEIS consist of:

- A new chapter (Chapter 28) addressing comments received on the DEIS that did not warrant a change in the text or analyses.
- The inclusion of a new air quality analysis site at the intersection of Vernon Boulevard and 41st Avenue. No additional impacts were identified at this site.
- The identification of a significant adverse traffic impact under Variation 2 at the intersection of 21st Street and 40th Avenue. A significant adverse impact was identified at this intersection for the Preferred Development Program during the Saturday Midday peak hour in the DEIS, but not during the weekday AM peak hour. Mitigation measures for this impact, in the form of signal timing modifications, have been identified. The signal timing changes would fully mitigate the impacts.
- An adjustment to the mitigation measure for the significant adverse impact at the intersection of Queens Plaza South and 27th Street during the weekday AM peak hour. The mitigation measure would fully mitigate the impact.

In addition to these changes, minor editorial changes have been made to the FEIS text. All changes, with the exception of the new Chapter 28, are double-underlined.

As detailed in this FEIS, the Proposed Action would result in significant adverse impacts associated with traffic, transit (bus) and pedestrians, and hazardous materials. The Proposed Action would not result in any significant adverse impacts in any of the other impact categories analyzed in this FEIS. In all cases, traffic and pedestrian impacts would be fully mitigated through standard engineering improvements, such as the installation of traffic signals, signal timing and phasing modifications, parking prohibitions, and lane restriping. Likewise, it is the general policy of the Metropolitan Transportation Authority (MTA Bus) to provide additional bus service where demand warrants, thereby mitigating any potential significant adverse transit impacts. Potential impacts from exposure to contaminated soils would be mitigated by the Applicant through the completion of site investigations and remediation of on-site contamination, if necessary. The Applicant will file a Restrictive Declaration with New York City Department of Environmental Protection (NYCDEP) to ensure this occurs. Therefore, the Proposed Action would result in no unmitigated significant adverse impacts.