Halletts North

Final Scope of Work for a Draft Environmental Impact Statement

CEQR No. 21DCP138Q

Lead Agency:
New York City Planning Commission

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March 25, 2022

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HALLETTS NORTH

~~DRAFT~~FINAL
SCOPE OF WORK FOR AN ENVIRONMENTAL IMPACT STATEMENT

CEQR NO. 21DCP138Q
~~ULURP NOS. Pending~~

~~February 19~~March 25, 2022~~1~~

This document is the Final Scope of Work (Final Scope) for the Halletts North Draft Environmental Impact Statement (DEIS). This Final Scope has been prepared to describe the Proposed Actions, present the proposed framework for the EIS analysis, and discuss the procedures to be followed in the preparation of the DEIS. This Final Scope incorporates changes that were made subsequent to publication of the Draft Scope of Work (Draft Scope). Revisions of the Draft Scope have been incorporated into this Final Scope and are indicated by double-underlining new text and ~~striking~~ deleted text.

A. INTRODUCTION

This scope of work outlines the technical areas to be analyzed in the preparation of an Environmental Impact Statement (EIS) for the Halletts North project. 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 ~~1,044,452~~ gross square foot (gsf) mixed-use development ("Proposed Project") on approximately 164,392 sf of lot area (the "Development Site"). The Proposed Project would be comprised of approximately 1,400 dwelling units (DUs) (approximately 1,031,117 gsf of residential area), of which 350 DUs would be affordable; approximately ~~3,590~~1,887 gsf of local retail space; approximately ~~9,745~~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 the Development Site (Block 911, Lot 1) and one additional site not under the control of the Applicant (Block 911, Lot 49). Together, these lots comprise approximately 199,245 sf (the "Project Area"). This site is anticipated to be redeveloped with a 219,296 gsf building containing 265 DUs (of which 66 would be affordable), approximately 15,000 gsf of commercial retail uses, and 115 accessory parking spaces.

This document provides a description of the Proposed Actions and resultant proposed development, and includes task categories for all technical areas to be analyzed in the EIS.

B. REQUIRED APPROVALS AND REVIEW PROCEDURES

The Proposed Actions would require several City Planning Commission (CPC) approvals. Some of these are discretionary actions requiring review under the Uniform Land Use Review Procedure (ULURP) and the City Environmental Quality Review (CEQR) process; others are ministerial.

The Proposed Project would require approval of discretionary actions by the CPC, including:

- 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 Rezoning Area as a Mandatory Inclusionary Housing Area (MIHA);
- 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(b));
- Waterfront Authorization for phased developments (ZR 62-822(c)).
- A City Map amendment to eliminate 3rd Street between 26th Avenue and the waterfront.

Development of the Proposed Project requires approvals from the CPC for 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).

Additional Actions - Not Subject to City Planning Commission Approval

As a portion of the Development Site falls within a New York State Department of Environmental Conservation (NYSDEC)-regulated wetland adjacent area, the Proposed Project will require approvals from NYSDEC and the U.S. Army Corps of Engineers (USACE) for the proposed shoreline hardening measures required to raise the site. In addition, a new stormwater outfall is proposed to be located at 3rd Street to enable direct discharge of stormwater flows into the East River. The outfall would be permitted by NYSDEC and USACE, and the stormwater generated on-site would be treated for water quality prior to discharge. Additionally, a State Pollution Discharge Elimination System (SPDES) permit from the NYSDEC will be required for stormwater discharges during the construction period because construction on the Development Site involves more than one acre.

City Environmental Quality Review (CEQR) and Scoping

The Proposed Actions are classified as Type I, as defined under 6 NYCRR 617.4 and 43 RCNY 6-15, subject to environmental review in accordance with CEQR guidelines. An Environmental Assessment Statement (EAS) was completed on February 19, 2021. The New York City Department of City Planning (DCP), acting as lead agency on behalf of the City Planning Commission, has determined that the Proposed Actions would have the potential for significant adverse impacts, thus requiring that an Environmental Impact Statement (EIS) be prepared.

~~This~~ The Draft Scope of Work (Draft Scope) for the preparation of a DEIS contains a description of the Proposed Actions and the tasks that would be undertaken to analyze the potential environmental impacts of the Proposed Actions and associated Proposed Project. The issuance of the Draft Scope marks the beginning of the public comment period. The scoping process allows the public a voice in framing the scope of the DEIS. The scoping document sets forth the analyses and methodologies that will be utilized to prepare the DEIS. During the public comment period, those interested in reviewing the Draft Scope may do so and give their comments to the lead agency. In accordance with City and State environmental review regulations and methodologies, the Draft Scope of Work to prepare the EIS was issued on February 19, 2021. The public, interested agencies, and elected officials, ~~are~~ were invited to comment on the Draft Scope, either in writing or orally, at ~~the~~ a public scoping meeting.

In accordance with SEQRA and CEQR, ~~this~~ the Draft Scope of Work ~~has been~~was distributed for public review. A public scoping meeting ~~has been scheduled for~~was held on March 22, 2021 at 2:00 PM, and the period for submitting written comments ~~will~~ remained open until Thursday, April ~~2~~1, 2021. In support of the City's efforts to contain the spread of COVID-19, DCP ~~will hold~~held the public scoping meeting remotely. ~~Instructions on how to view and participate, as well as materials relating to the meeting, will be available at the DCP Scoping Documents webpage (https://www1.nyc.gov/site/planning/applicants/scopingdocuments.page) and NYC Engage website (https://www1.nyc.gov/site/nycengage/index.page) in advance of the meeting.~~

Comments received during the Scoping Meeting and written comments received up to ten days after the meeting ~~will be~~were considered and incorporated, as appropriate, into ~~the~~ this ~~Final Scope of Work (~~Final Scope~~)~~. The Final Scope ~~will~~ incorporates all relevant comments made on the Draft Scope and revise the extent or methodologies of the studies, as appropriate, in response to comments made during the CEQR scoping process, and to include any other necessary changes to the scope of work for the EIS. **Appendix ~~5~~3** includes responses to comments made on the Draft Scope. The written comments received are included in **Appendix 2**. The DEIS will be prepared in accordance with ~~the resulting~~this Final Scope.[1]

Once the lead agency is satisfied that the DEIS is complete, the document will be made available for public review and comment. The DEIS will accompany the Uniform Land Use Review Procedure (ULURP) application through the public hearings at the Community Board and City Planning Commission (CPC). A public hearing will be held on the DEIS in conjunction with the CPC hearing on the ULURP applications to

[1] It should be noted that on December 30, 2021, the New York City Mayor's Office of Environmental Coordination (MOEC) published the updated 2021 *CEQR Technical Manual*, which would effectively supersede the previous 2020 *CEQR Technical Manual*, and therefore should be used as the guiding document for any environmental review commenced on or after December 30, 2021. However, as per MOEC's guidance, as the impact analyses for the Halletts North application had commenced prior to the *CEQR Technical Manual* update, and taking into account scheduled timing of completion of the environmental review under the applicable approval process, it was determined that the DEIS analyses be currently based on the 2020 *CEQR Technical Manual*, and that the analyses would be updated to be consistent with the guidance, methodologies, and criteria for determining significant adverse impacts outlined in the updated 2021 *CEQR Technical Manual* between Draft and Final EIS. In making this determination, the Applicant performed a sensitivity study (see **Appendix A** of the DEIS) to consider whether the analyses under the previous *CEQR Technical Manual* would present more conservative analyses as compared to the new guidelines. To summarize the findings of the sensitivity study, with exception to Community Facilities (specifically, the analysis of public elementary schools), the updated *CEQR Technical Manual* guidance would not meaningfully alter the analysis findings and mitigation presented in the DEIS. The analysis in the DEIS will be updated to be consistent with the updated 2021 *CEQR Technical Manual* between the Draft and Final EIS. However, based on the updated impact criteria for public elementary and intermediate schools, the sensitivity analysis indicated that the Proposed Actions would result in a significant adverse impact to public elementary schools, whereas under the previous CEQR Technical Manual guidance, the Proposed Actions would not have resulted in significant adverse impacts to public elementary schools. Therefore, as instructed by the lead agency, DCP, the public schools analysis presented in the DEIS has been prepared in accordance with the 2021 *CEQR Technical Manual* for conservative analysis purposes.

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. At the close of the public review period, a Final EIS (FEIS) will be prepared that will incorporate all substantive comments made on the DEIS, along with any revisions to the technical analysis necessary to respond to those comments. The FEIS will then be used by the decision makers to evaluate CEQR findings, which address project impacts and proposed mitigation measures, before deciding whether to approve the requested discretionary actions.

B. EXISTING CONDITIONS

The decline of the New York City industrial/manufacturing sector during the past three decades has left many properties in this part of Queens vacant or underutilized. While the industrial sector has declined, residential populations in adjacent communities have substantially increased, leading to greater housing demand.

Proposed Rezoning Area

The Applicant-owned Development Site at 3-15 26th Avenue (Queens Block 911, Lot 1) is an irregularly-shaped lot with approximately 128 feet of frontage along 26th Avenue, approximately 581 feet of frontage along 3rd Street, and approximately 306 feet of frontage along the waterfront. The approximately 164,392 sf Development Site is currently zoned M1-1 (see **Figure 1**, "Zoning Map"). As shown in **Figure 2**, "Aerial Photo," the Development Site contains a vacant former industrial site. Third Street, north of 26th Avenue, is a privately owned mapped street but currently unbuilt and is considered part of the Development Site.

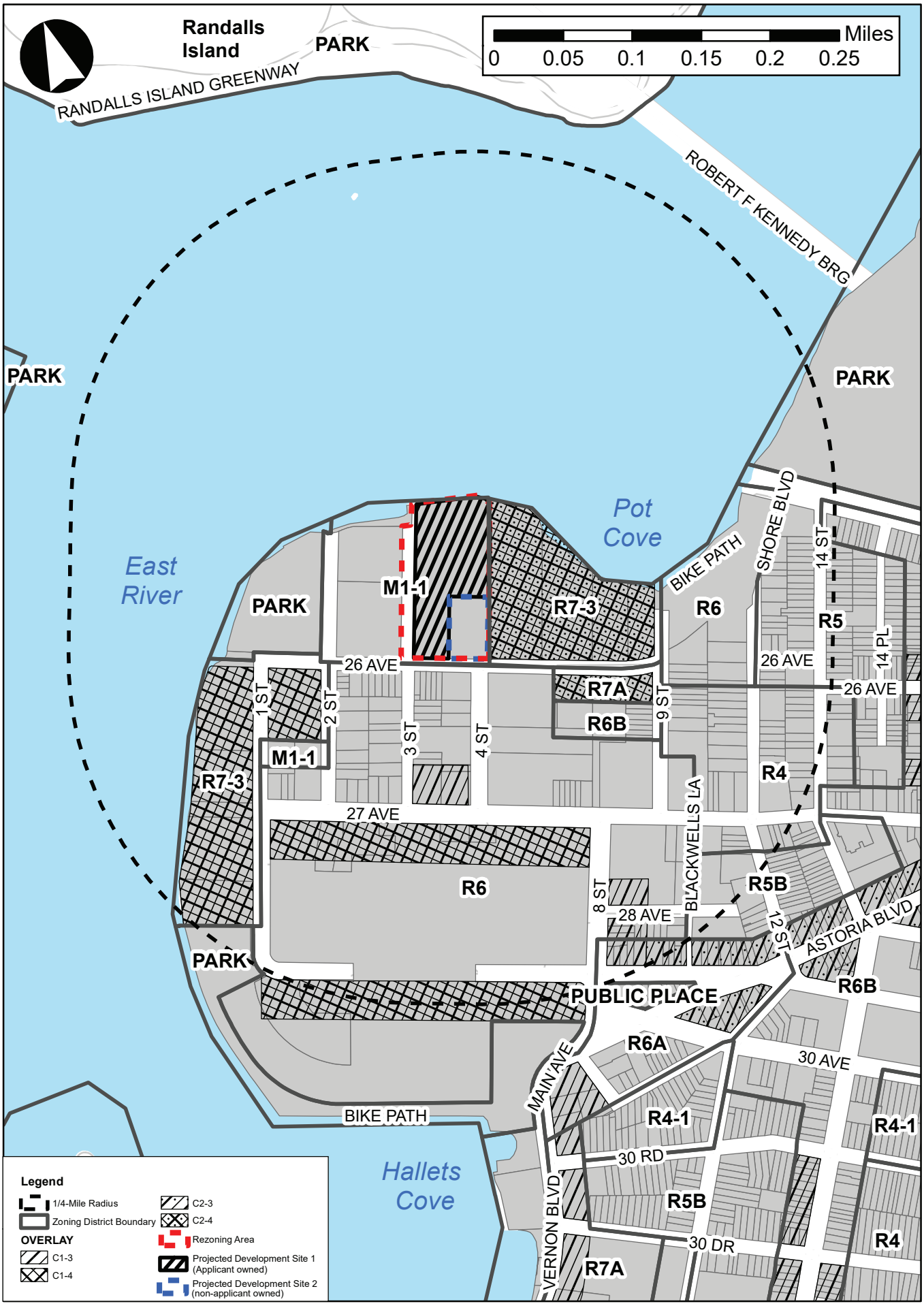
The site located at 3-17 26th Avenue (Queens Block 911, Lot 49) is not under the control of the Applicant. Block 911, Lot 49 is approximately 34,853 sf and has approximately 151 feet of frontage along 26th Avenue. The site is currently zoned M1-1. As shown in **Figure 2**, Block 911, Lot 49 currently contains a vacant two-story 28,750 gsf warehouse building.

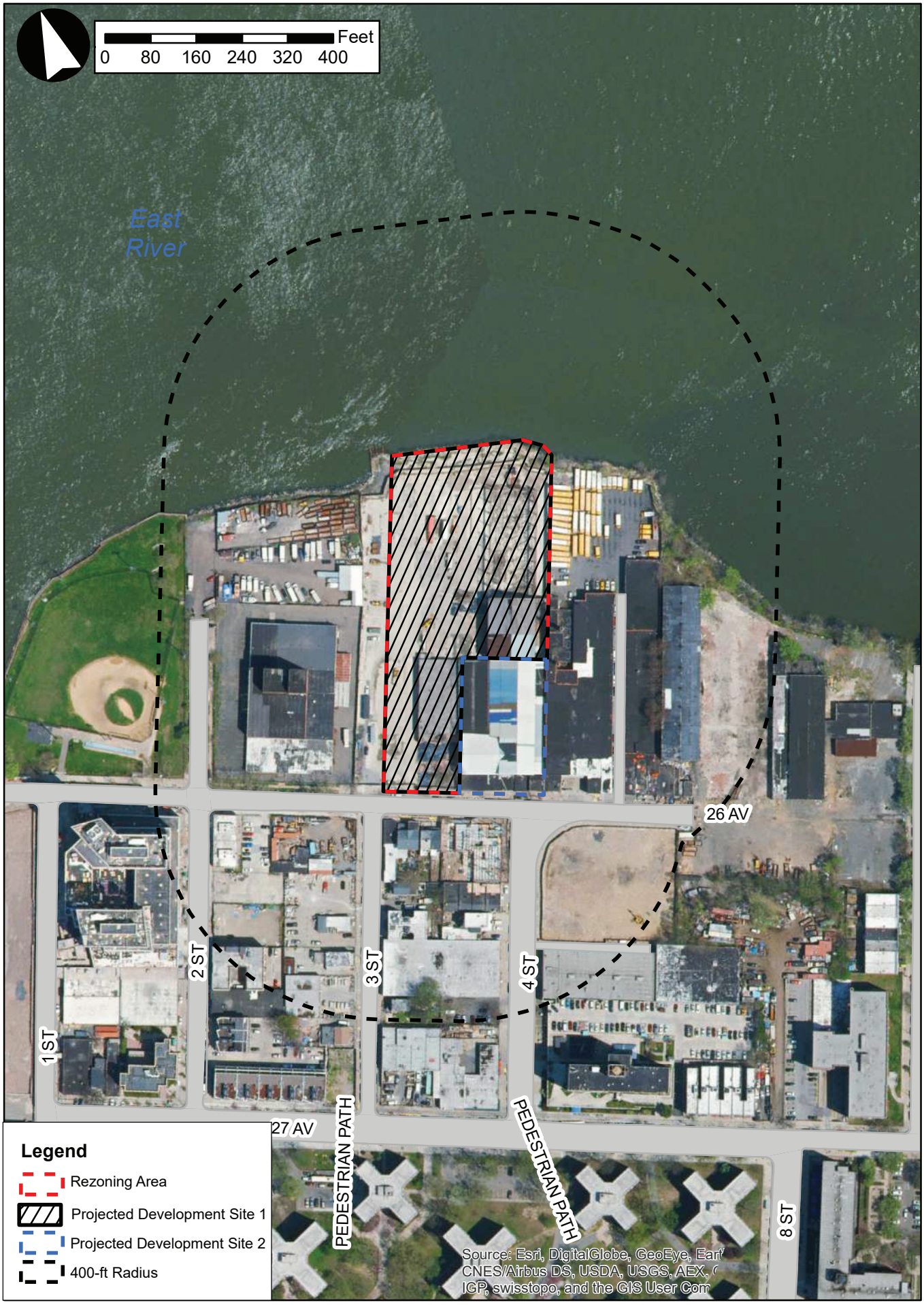
C. PURPOSE AND NEED FOR THE PROPOSED ACTIONS

The Proposed Actions, according to the Applicant, are intended to provide opportunities for new residential and commercial development, as well as enhancement and upgrade of the waterfront area to provide waterfront access. The Applicant believes that the Proposed Actions would create opportunities for new housing development, including affordable housing, on underutilized and vacant land formerly used for manufacturing, where there is no longer a concentration of industrial activity and where strong demand for housing exists.

The proposed zoning map change on the Project Area is required to permit construction of the proposed development. This would allow the redevelopment of a former waterfront industrial site into an economically integrated mix of residential and local retail uses consistent with the redevelopment of nearby waterfront sites to the west and east, and complementary to the existing neighborhood to the south and east. Thus, the Proposed Actions would allow the Applicant to maximize use of its property, while producing new waterfront development.

Figure 1
Zoning Map




Feet
0 80 160 240 320 400
East River
26 AV
27 AV
1 ST
2 ST
3 ST
4 ST
PEDESTRIAN PATH
PEDESTRIAN PATH
8 ST
Legend
Rezoning Area
Projected Development Site 1
Projected Development Site 2
400-ft Radius
Source: Esri, DigitalGlobe, GeoEye, Earth
CNES/Airbus DS, USDA, USGS, AEX,
IGP, swisstopo, and the GIS User Com

In addition, the Applicant believes that the Proposed Actions would significantly advance the City's Comprehensive Waterfront Plan by facilitating the redevelopment of the area's inaccessible waterfront, and completing the street grid in this area of Astoria. As noted below, the Proposed Actions would allow the Applicant to demap and build out the segment of 3rd Street north of 26th Avenue for improved public vehicular and pedestrian circulation. Thus, the Proposed Actions would allow for the creation of physical and visual access to the waterfront, including a publicly accessible waterfront esplanade.

The proposed waterfront special permit for modification of height and setback requirements are needed in order to redistribute floor area across the entire Development Site, thereby creating a site plan and building layout and design that, according to the Applicant, is superior to what would be allowed as-of-right under the proposed zoning district. The proposed modification of waterfront access requirements would serve to facilitate an improved open space plan compared to what could be developed as-of-right.

D. DESCRIPTION OF THE PROPOSED ACTIONS

Proposed Zoning Map Changes

The Proposed Actions includes an amendment of the City's zoning map to rezone the Project Area from the existing M1-1 district to a R7-3 district with a C2-4 commercial overlay, as illustrated in **Figure 3**. The proposed zoning district would allow residential uses in the entire rezoning area, which are prohibited under the existing M1-1 zoning within the Project Area. It would also allow a wider range of commercial uses through the mapping of the C2-4 commercial overlay.

From M1-1 to R7-3

The existing low-density M1-1 zoning designations in the proposed rezoning area would be replaced with a R7-3 residential zoning district, which would allow residential development. The proposed rezoning area is located adjacent to an existing R7-3/C2-4 zoning district (see **Figure 3**); therefore, the proposed zoning map change would extend residential zoning with similar districts.

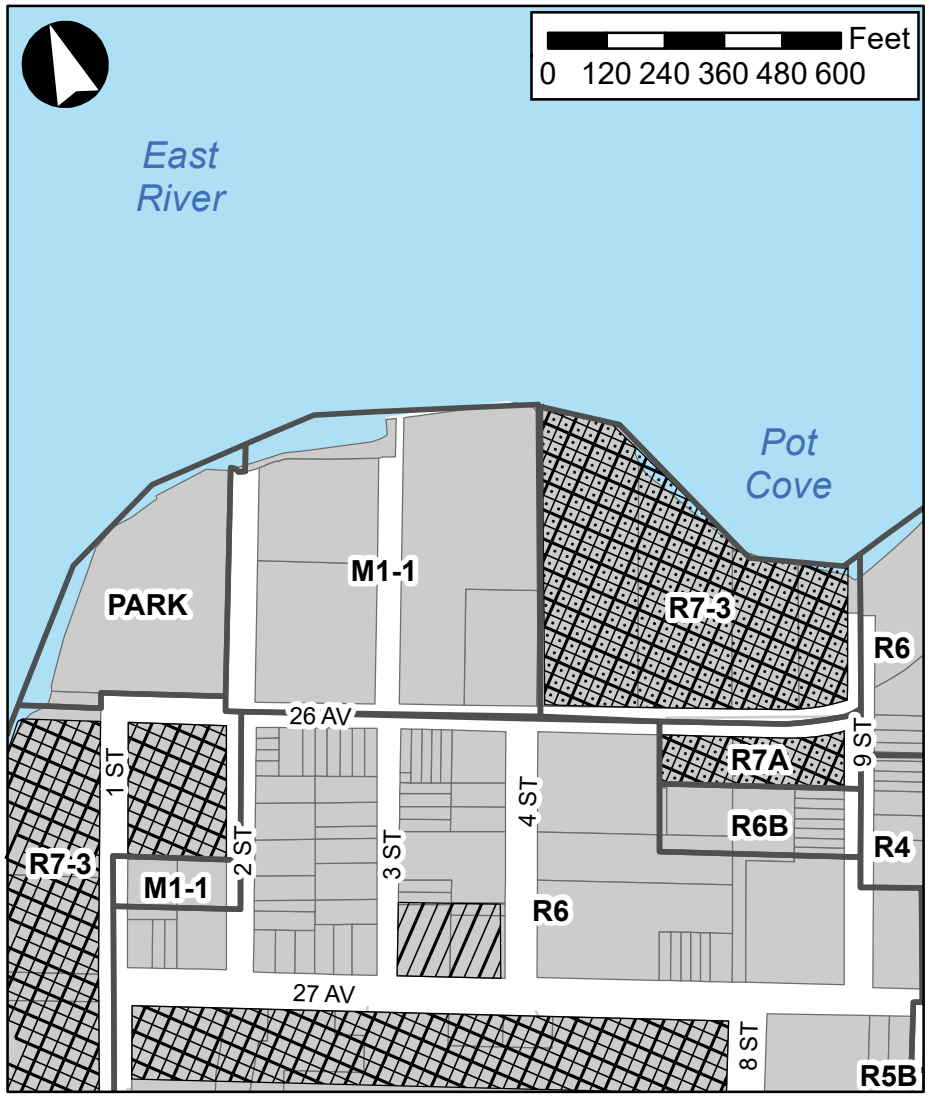
The existing M1-1 zoning is a light manufacturing district with high performance standards that permits Use Groups 5-14, 16 and 17 as-of-right, and has a maximum FAR of 1.0 for commercial and industrial uses. Certain community facility uses (Use Group 4) such as houses of worship and schools are also allowed in M1-1 districts up to an FAR of 2.4. Residential uses are not permitted. M1-1 zoning districts typically act as buffers between M2 and M3 heavy manufacturing zoning districts and adjacent residential or commercial zoning districts.

As shown in **Figure 3**, the proposed R7-3 zoning district would be mapped over the entire Project Area on Block 911, Lots 1 and 49. R7-3 is a medium-density residential district, which permits Use Groups 1 through 4 as-of-right and permits a maximum FAR of 6.0 with the Mandatory Inclusionary Housing Program for residential uses and permits a maximum FAR of 5.0 for community facility uses on waterfront blocks.

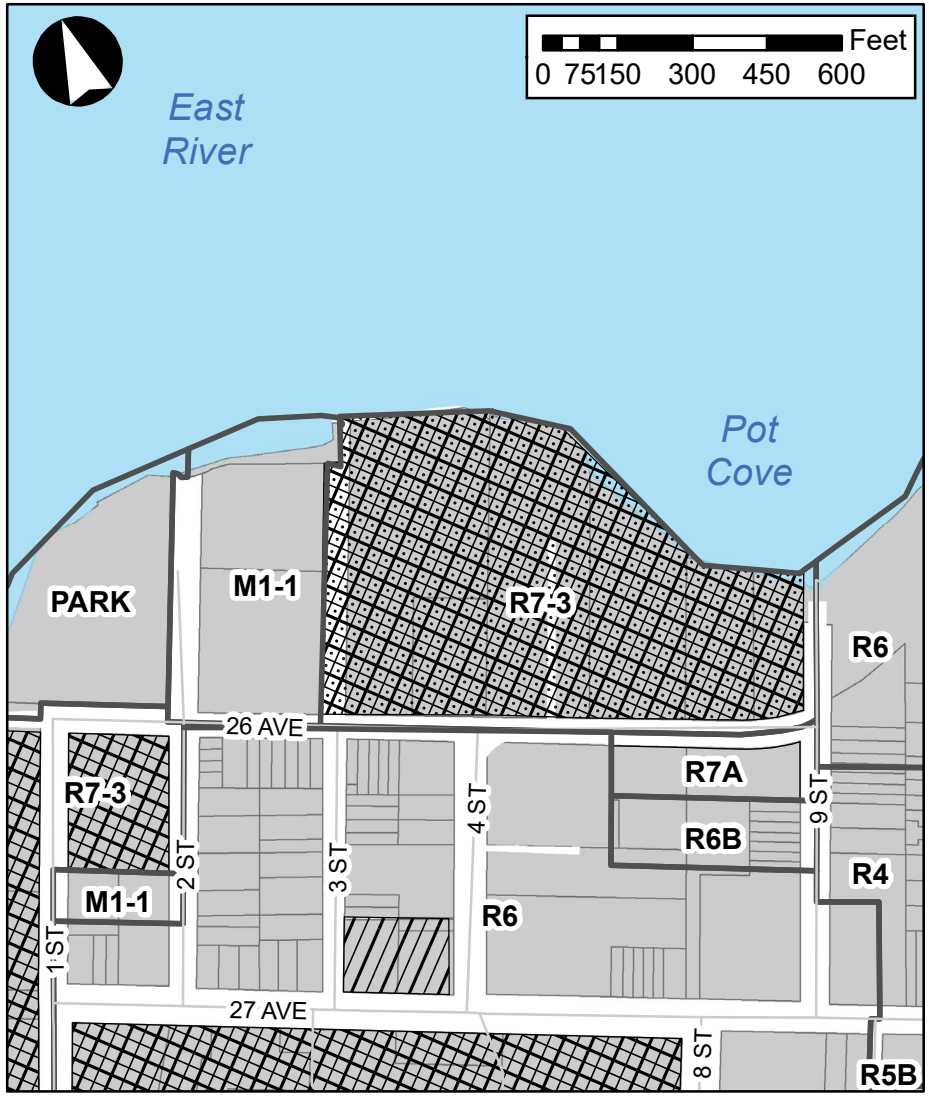
C2-4 Commercial Overlays

A C2-4 commercial overlay is proposed to be mapped on the entirety of the rezoning area. C2 commercial overlays are mapped along streets within residential districts that serve the local retail needs of the

Existing Zoning M1-1



Proposed Zoning R7-3/C2-4



Legend

- Zoning District Boundary
- **Commercial Overlay**
- C1-3
- C1-4
- C2-3
- C2-4

Halletts North

Figure 3

Exisiting and Proposed Zoning Map

surrounding residential neighborhood. Typical retail uses include grocery stores, restaurants, and beauty parlors. C2 districts permit a slightly wider range of uses than C1 districts, such as funeral homes and repair services. In R7-3 districts, C2 commercial overlays permit ground floor retail uses up to 2.0 FAR in mixed residential/commercial buildings; buildings without residential uses would also be allowed 2.0 FAR of commercial uses. The proposed C2-4 commercial overlay would allow for local retail development in the area.

Proposed Zoning Text Amendments

The Applicant is proposing to map the proposed rezoning area as a Mandatory Inclusionary Housing (MIH) Area (Options 1 or 2) by creating a new map for Queens Community District 1 in Appendix F of the New York City Zoning Resolution. An MIH Area requires affordable housing to be provided equivalent to either 25 percent (60% of Area Median Income, or AMI) or 30 percent (80% AMI) of the residential floor area developed. The MIH Area sets a new maximum permitted residential FAR which supersedes the FAR permitted by the underlying zoning district. With both the designation of the proposed rezoning area as an MIH Area and its rezoning to R7-3/C2-4, the maximum permitted FAR within the proposed rezoning area would be 6.0. Mapping of the MIH Area would facilitate development of approximately 350 affordable housing units on the Development Site, as the Applicant would provide affordable housing equivalent to 25 percent of the residential floor area pursuant to MIH Option 1.

City Map Amendment

The Proposed Actions involves a change to the City Map, including the elimination of 3rd Street between 26th Avenue and the waterfront. Third Street, north of 26th Avenue, is a privately owned mapped street but currently unbuilt and is considered part of the Development Site. As a result of the proposed mapping action, 3rd Street would be demapped but would be built out to provide public access to the proposed development as well as to the proposed waterfront esplanade. Third Street would function as a two-way public right-of-way for vehicular and pedestrian traffic. Third Street would have a width of 50 feet, including a 22-foot travel way and two 13'-6" sidewalks. New infrastructure to support the Proposed Project would be placed within 3rd Street. The proposed new sidewalks and street would connect the proposed new development with the surrounding neighborhood and allow for pedestrian and vehicle use.

Waterfront Special Permits

The Proposed Project would require a waterfront special permit to modify height and setback regulations. A special permit pursuant to ZR 62-837(a) would allow for the granting of waivers for height and setback regulations for a development on a zoning lot within a waterfront block. This is being requested in order to achieve, according to the Applicant, a better site plan and an enhanced relationship between the Development Site, streets, open space and the waterfront.

Waterfront Authorizations and Certifications

The Proposed Project would require an authorization pursuant to ZR 62-822 (b) and ZR 62-822 (c) to modify requirements within the waterfront public access area and for phased development of the waterfront public access area, as modified by the above-referenced authorizations. In addition, the Applicant would seek certification by the CPC Chairperson for compliance with waterfront public access and visual corridor requirements, as modified by the above-referenced authorizations, pursuant to ZR §62-811 (a ministerial action). The proposed authorizations and certification would allow, according to

the Applicant, development of a waterfront public access area that is superior in access, layout and amenities that will substantially add to the public use and enjoyment of the waterfront.

E. DESCRIPTION OF THE PROPOSED PROJECT

The Applicant is proposing several actions to facilitate a new mixed-use, predominantly residential, development on the Development Site. The Proposed Actions described above will facilitate a new approximately 1,154,987 ~~1,044,452~~ gsf mixed-use development on approximately 164,392 sf of lot area. It is expected that the Proposed Project would include the following components:

- Up to approximately 1,130,462 ~~1,031,117~~ gsf of residential uses, comprising a total of approximately 1,400 DUs, of which 350 DUs would be affordable;
- Approximately 1,887 ~~3,590~~ gsf of local retail space;
- Approximately 22,638 ~~9,745~~ gsf of community facility space;
- Approximately 525 accessory parking spaces;
- Approximately 41,363 sf (0.95 acres) of publicly accessible open space.

In conjunction with the Proposed Project, the portion of 3rd Street between 26th Avenue and the waterfront, would be built out to provide public vehicular and pedestrian access to the Proposed Project and the waterfront (see **Figure 4**).

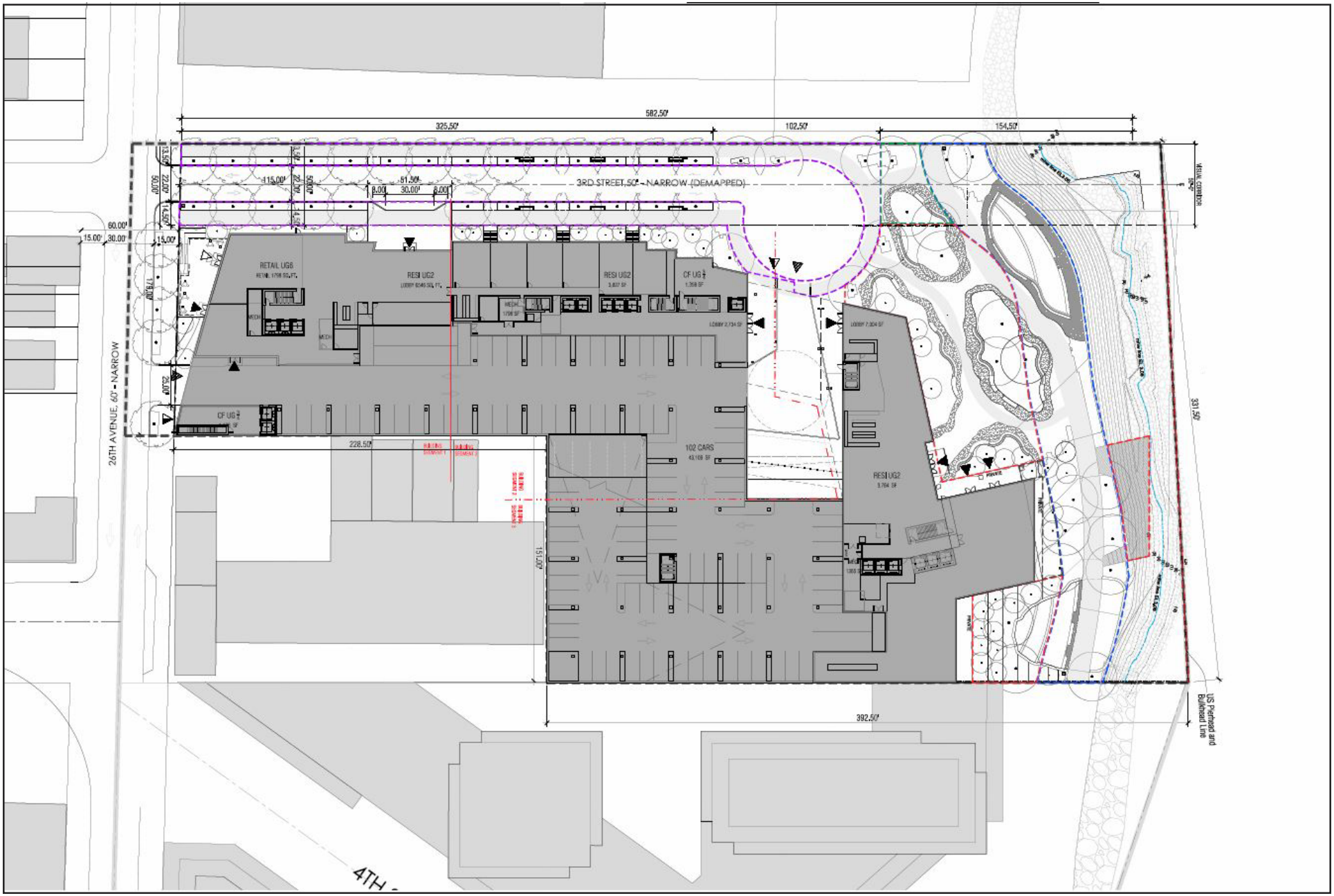
Figure 5 provides a preliminary site plan for the Proposed Project. As shown in this preliminary plan, the Proposed Project would be accessible via entrances/exits on the north side of 26th Avenue and the east side of 3rd Street. As shown in **Figure 5**, the Proposed Project would be comprised of three towers located along the waterfront north of 26th Avenue.

The Proposed Project would include approximately 41,363 sf (0.95 acres) of publicly accessible open space, which would include a waterfront esplanade that would run along the entire length of the Development Site, providing multi-layered active and passive recreation space (see **Figure 5**).

Figure 5 provides preliminary massing diagrams. As illustrated in the figure, the buildings comprising the Proposed Project will range in height from 23~~22~~-stories on the southern portion of the Development Site to a maximum of 34~~35~~-stories on the waterfront. The Proposed Project would have a podium height of 110 feet that would be topped with three towers ranging in heights between 238~~230~~ feet and 350 feet.[2]

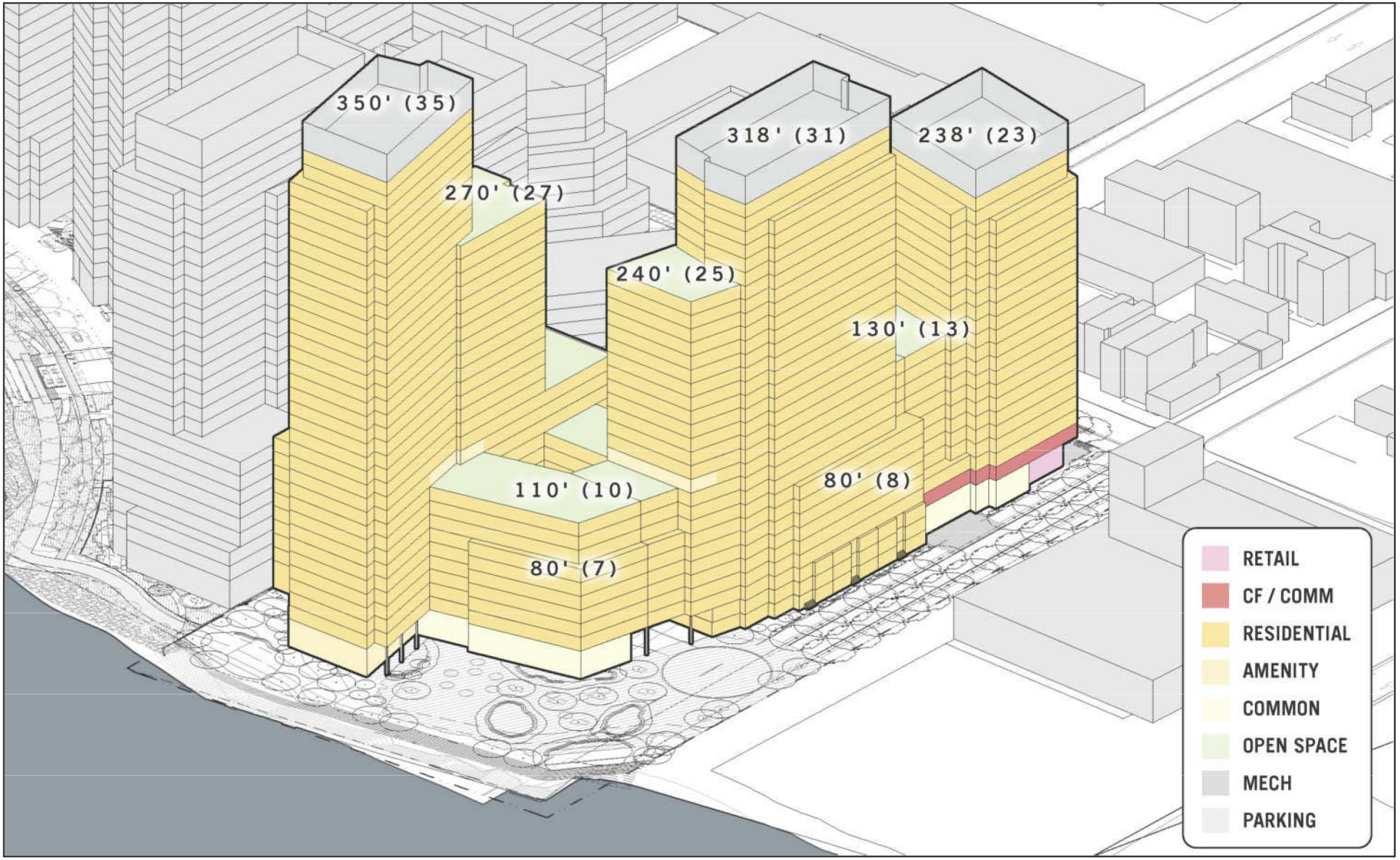
Parking for the Proposed Project would be above-grade and accessed via 3rd Street and 26th Avenue.

[2] It should be noted that, while the illustrative building heights of the Proposed Project described in the Draft Scope of Work range between 230 feet and 350 feet in height, the proposed height, setback, and tower size waivers established in the proposed waterfront special permit would permit maximum building height envelopes for the three towers that would range between 238 feet and 350 feet in height. As such, the maximum permitted building height envelopes will be used for CEQR analysis purposes throughout the EIS document, unless otherwise noted.



Source: Studio V Architecture, PLLC

*This figure has been updated for the FSOW



Source: Studio V Architecture, PLLC

*This figure has been updated for the FSOW

Halletts North

Figure 5
Projected Development Site 1 - Proposed Massing
For Illustrative Purposes Only

F. ANALYSIS FRAMEWORK AND REASONABLE WORST-CASE DEVELOPMENT SCENARIO (RWCDS)

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 Actions" (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.

Identification of Development Sites / Affected Area

According to the *CEQR Technical Manual*, the following factors, commonly referred to as "soft site criteria," are generally considered when evaluating whether some amount of development would likely be constructed by the Build Year as a result of Proposed Actions:

- The uses and bulk allowed: Lots located in areas where changes in use would be permitted and/or contain buildings built to substantially less than the maximum allowable floor area ratio (FAR) under the existing zoning are considered "soft" enough such that there would likely be sufficient incentive to develop in the future, depending on other factors specific to the area (e.g., the amount and type of recent as-of-right development in the area, recent real estate trends, site specific conditions that make development difficult, and issues relating to site control or site assemblage that may affect redevelopment potential); and
- Size of the development site: Lots must be large enough to be considered "soft." Generally, lots with a small lot size are not considered likely to be redeveloped, even if they are currently built to substantially less than the maximum allowable FAR. A small lot is often defined for this purpose as 5,000 sf or less, but the lot size criteria is dependent on neighborhood-specific trends, and common development sizes in the study area should be examined prior to establishing this criteria.

However, the following uses and types of buildings that meet the soft site criteria are typically excluded from development scenarios because they are unlikely to be redeveloped as a result of Proposed Actions:

- Full block and newly constructed buildings with utility uses, as these uses are often difficult to relocate;
- Lots where construction is actively occurring, or has recently been completed, as well as lots with recent alterations that would have required substantial capital investment, unless recently constructed or altered lots were built to less than or equal to half of the maximum allowable FAR under the proposed zoning;
- Lots whose location or irregular shape would preclude or greatly limit future as-of-right development. Generally, development on irregular lots does not produce marketable floor space;
- Long-standing institutional uses with no known development plans; or

Multi-unit buildings (existing individual buildings with six or more residential units, and assemblages of buildings with a total of 10 or more residential units, are unlikely to be redeveloped because of the required relocation of tenants in rent-stabilized units).

Definition of Projected and Potential Development Sites

To produce a reasonable, conservative estimate of future growth, identified development sites are typically divided into two categories: projected development sites and potential development sites. Projected development sites are considered more likely to be developed within the analysis period for the Proposed Actions (i.e. by 2031), while potential sites are considered less likely to be developed over the same period.

As shown below in **Table 1**, the Applicant-owned Development Site is considered a Projected Development Site ("Projected Development Site 1"), as in the future with the Proposed Actions the Applicant intends to develop the site with a mixed-use building, as detailed above. As shown in **Table 1** and discussed below in the "Future with the Proposed Actions" section, one other Projected Development Site has been identified in the proposed rezoning area: Block 911, Lot 49 ("Projected Development Site 2"). This property is not owned or controlled by the Applicant.

Block 911, Lot 49 currently accommodates a vacant 28,750 gsf warehouse/industrial building. Because the Proposed Actions would permit residential and commercial uses within the proposed rezoning area, this lot would be able to redevelop. Therefore, this lot is considered a Projected Development Site in the RWCDS (see **Table 1** below).

Future without the Proposed Actions (No-Action Condition)

In the future without the Proposed Actions, the Projected Development Sites would not be rezoned. For analysis purposes, it is expected that the Projected Development Site 1 would be developed as warehouse use. The existing M1-1 zoning permits a 1.0 FAR for manufacturing and commercial uses. It is assumed that Projected Development Site 1 would be developed with a 2-story 172,612 gsf warehouse with 82 accessory parking space.

Under the No-Action condition, it is assumed that the existing vacant warehouse on Projected Development Site 2 would be reoccupied with 28,750 gsf of warehouse uses and 14 accessory parking spaces.

Future with the Proposed Actions (With-Action Condition)

In the future with the Proposed Actions (the With-Action condition), the proposed zoning map amendment and zoning text amendment would be implemented in the proposed rezoning area. As such, the proposed rezoning area would be remapped as a R7-3/C2-4 district, and would be designated as an MIH Area. Under With-Action conditions, the maximum allowable FAR in the proposed rezoning area would increase to 6.0 when fully utilizing the additional FAR under the MIH Program.

As detailed above in the "Description of the Proposed Development," the Applicant intends to redevelop Projected Development Site 1 with a mixed-use building with an overall FAR of 6.0. Because this would maximize the floor area allowable on the Development Site, the proposed development is the RWCDS With-Action condition for the Development Site.

As detailed in **Table 1**, under the With-Action RWCDS, the Applicant-owned Projected Development Site would be developed with an approximately 1,154,987 ~~1,044,457~~ gsf development containing 1,400 DUs, ~~3,590~~1,887 gsf of retail space, and ~~9,745~~22,638 gsf of community facility space. The Proposed Project would include three towers along the waterfront. The Proposed Project would also include a 525-space

accessory parking garage. As a result of the Proposed Actions, 3rd Street, which is a privately owned, mapped but unbuilt street north of 26th Avenue, would be demapped and built out for improved vehicular and pedestrian circulation. Access to the 525-space accessory parking garage would be via 3rd Street and 26th Avenue. The Proposed Project would also contain 41,363 sf of publicly accessible open space along the waterfront that would run along the entire length of Projected Development Site 1, providing multi-layered active and passive recreation space. Mapping of the MIH Area would facilitate development of approximately 350 affordable housing units on Projected Development Site 1, as the affordable housing provided would be equivalent to 25 percent of the residential floor area pursuant to MIH Option 1.

It is also expected that Projected Development Site 2 (Lot 49) in the proposed rezoning area would be redeveloped in the future with the Proposed Actions, in accordance with the proposed R7-3/C2-4 zoning district. This site is anticipated to be redeveloped with a 219,296 gsf building containing 265 DUs (of which 66 would be affordable), approximately 15,000 gsf of commercial retail uses, and 115 accessory parking spaces. Mapping of the MIH Area would facilitate development of approximately 66 affordable housing units on Projected Development Site 2, as the affordable housing provided would be equivalent to 25 percent of the residential floor area pursuant to MIH Option 1.

In accordance with the City's MIH policy, under the Proposed Actions, the Applicant will choose either MIH Option 1 or 2, which would require 25 or 30 percent of the residential floor area be designated as affordable housing units for residents with incomes averaging between 60 and 80 percent of AMI and none of the units exceeding 130 percent of AMI. As discussed above, the Applicant intends on selecting MIH Option 1 which would result in 25 percent of the residential floor area of the RWCDS designated as affordable housing units (416 DUs). However, as Options 1 and 2 require that at least 25 or 30 percent of the residential floor area be reserved for residents with incomes averaging 60 to 80 percent of AMI, some of these MIH units would be affordable to households earning more than 60 to 80 percent of AMI. Per the guidance in the *CEQR Technical Manual*, only units at 80% AMI or below are considered income-restricted for the purposes of the child care analysis. Therefore, for conservative CEQR child care analysis purposes, 20 percent of the overall residential floor area (approximately 333 DUs) of the RWCDS is assumed to be set aside for "affordable" residential units, which refers to the amount residential units that would accommodate households earning 60 to 80 percent (or below) of AMI. All other technical areas to be analyzed in the EIS will assume that 25 percent of the residential floor area of the RWCDS (approximately 416 DUs) would be set aside for affordable residential units.

As shown in **Table 1**, the With-Action RWCDS development would result in approximately ~~1,235,413~~1,334,758 gsf of residential space, ~~18,590~~16,887 gsf of retail space, and ~~9,745~~22,638 gsf of community facility space on Block 911. The Proposed Actions would result in 1,665 DUs on the Projected Development Sites, of which 416 would be affordable units. In addition, the Proposed Actions would result

in a total of 640 accessory parking spaces.

TABLE 1:
With-Action Scenario – Projected Development Sites on Block 911

Lot	Lot Area (sf)	Max. FAR	Max. Residential		Max. Commercial SF	Max. Community Facility SF	Max. Total Building SF	Max. Parking Spaces	Max. Building Height
			SF	DUs					
Projected Sites									
1 (Site 1)	164,392	6.0	963,742 ~~974,000~~ zsf (194,568 ~~1,031,117~~ gsf)	1,400 (350 affordable)	~~3,500~~1,787 zsf (~~3,590~~1,887 gsf)	21,508 ~~9,500~~ zsf (21,508 ~~9,745~~ gsf)	987,037 ~~987,000~~ zsf (1,154,987 ~~1,044,452~~ gsf)	525	349'
49 (Site 2)	34,853	6.0	194,568 zsf (204,296 gsf)	265 (66 affordable)	14,550 zsf (15,000 gsf)	0	209,118 zsf (219,296 gsf)	115	150'
Total RWCDS With-Action Projected Development on Block 911:			**1,158,310 ~~1,168,568~~ zsf (11,334,758 ~~,235,413~~ gsf)**	**1,665 (416 affordable)**	**16,337 ~~18,050~~ zsf (16,887 ~~18,590~~ gsf)**	~~9,500~~ **21,508** zsf (**22,638 gsf** ~~9,745~~ gsf)	**1,196,~~118~~ 155zsf (1,374,283 ~~1,263,748~~ gsf)**	**640**	-

Notes: The Applicant-owned Projected Development Site is highlighted.

Reasonable Worst-Case Development Scenario for Analysis Purposes

As summarized in **Table 2**, 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 ~~1,235,413~~ gsf), ~~18,590~~16,887 gsf of retail space, ~~9,745~~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. This net increment will represent the basis for environmental analyses in the EIS.

Table 2: Net Change in Land Uses as a Result of the Proposed Actions

Use	No-Action	With-Action	Net Increment
Residential	--	1,334,758 ~~1,235,413~~ gsf 1,665 DU	+1,334,758 ~~+1,235,413~~ gsf +1,665 DU
Retail	--	16,887~~18,590~~ gsf	+16,887gsf ~~+18,590~~ gsf
Industrial/Warehouse	201,362	--	-201,362 gsf
Community Facility	--	22,638 ~~9,745~~ gsf	+22,638 ~~+9,745~~ gsf
Accessory Parking Spaces	96	640	+544
Public Open Space	--	41,363 sf	+41,363 sf
Employees	~~202~~252	162	-~~40~~90
Residents	--	3,880	+3,880

G. PROPOSED SCOPE OF WORK FOR THE EIS

As the RWCDS associated with the Proposed Actions would affect various areas of environmental concern and was found to have the potential for significant adverse impacts, pursuant to the EAS and Positive Declaration, an Environmental Impact Statement (EIS) pursuant to CEQR will be prepared for the Proposed Actions. The EIS will analyze the proposed development for all technical areas of concern.

The EIS will be prepared in conformance with all applicable laws and regulations, including SEQRA (Article 8 of the New York State Environmental Conservation 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. The EIS will follow the guidance of the *CEQR Technical Manual*, dated December 2020, and will contain:

- A description of the Proposed Actions and its environmental setting;
- A statement of the environmental impacts of the Proposed Actions, including its 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 in the Proposed Actions should it be implemented; and
- A description of mitigation proposed to eliminate or minimize any significant adverse environmental impacts.

Based on the preliminary screening assessments outlined in the *CEQR Technical Manual* and detailed in the EAS document, the following environmental areas would not require detailed analysis in the EIS: Solid Waste and Sanitation Services, Historic and Cultural Resources, and Energy.

The specific areas to be included in the EIS, as well as their respective tasks, are described below.

TASK 1. PROJECT DESCRIPTION

The first chapter of the EIS introduces the reader to the Proposed Actions and sets the context in which to assess impacts. The chapter contains a description of the Proposed Actions: its location; the background and/or history of the project; a statement of the purpose and need; key planning considerations that have shaped the current proposal; a detailed description of the Proposed Actions; and discussion of the approvals required, procedures to be followed, and the role of the EIS in the process. This chapter is the key to understanding the Proposed Actions and its impact, and gives the public and decision-makers a base from which to evaluate the Proposed Actions.

In addition, the project description chapter will present the planning background and rationale for the actions being proposed and summarize the reasonable worst-case development scenario for analysis in the EIS. The section on approval procedures will explain the ULURP process, its timing, and hearings before the Community Board, the Queens Borough President's Office, the CPC, and the New York City Council. The role of the EIS as a full-disclosure document to aid in decision-making will be identified and its relationship to ULURP and the public hearings described.

TASK 2. LAND USE, ZONING, AND PUBLIC POLICY

This chapter will analyze the potential impacts of the Proposed Actions on land use, zoning, and public policy. The land use, zoning and public policy analysis will be consistent with the methodologies presented in the *CEQR Technical Manual*. In completing the following subtasks, the land use study area will consist of the Project Area, where the land use impacts will be straightforward and direct (reflecting the proposed development), and the neighboring areas where indirect impacts may be felt. For the purpose of

environmental analysis, the study area will extend approximately a ¼-mile from the borders of the project site, as illustrated in **Figure 6**. Subtasks will include the following:

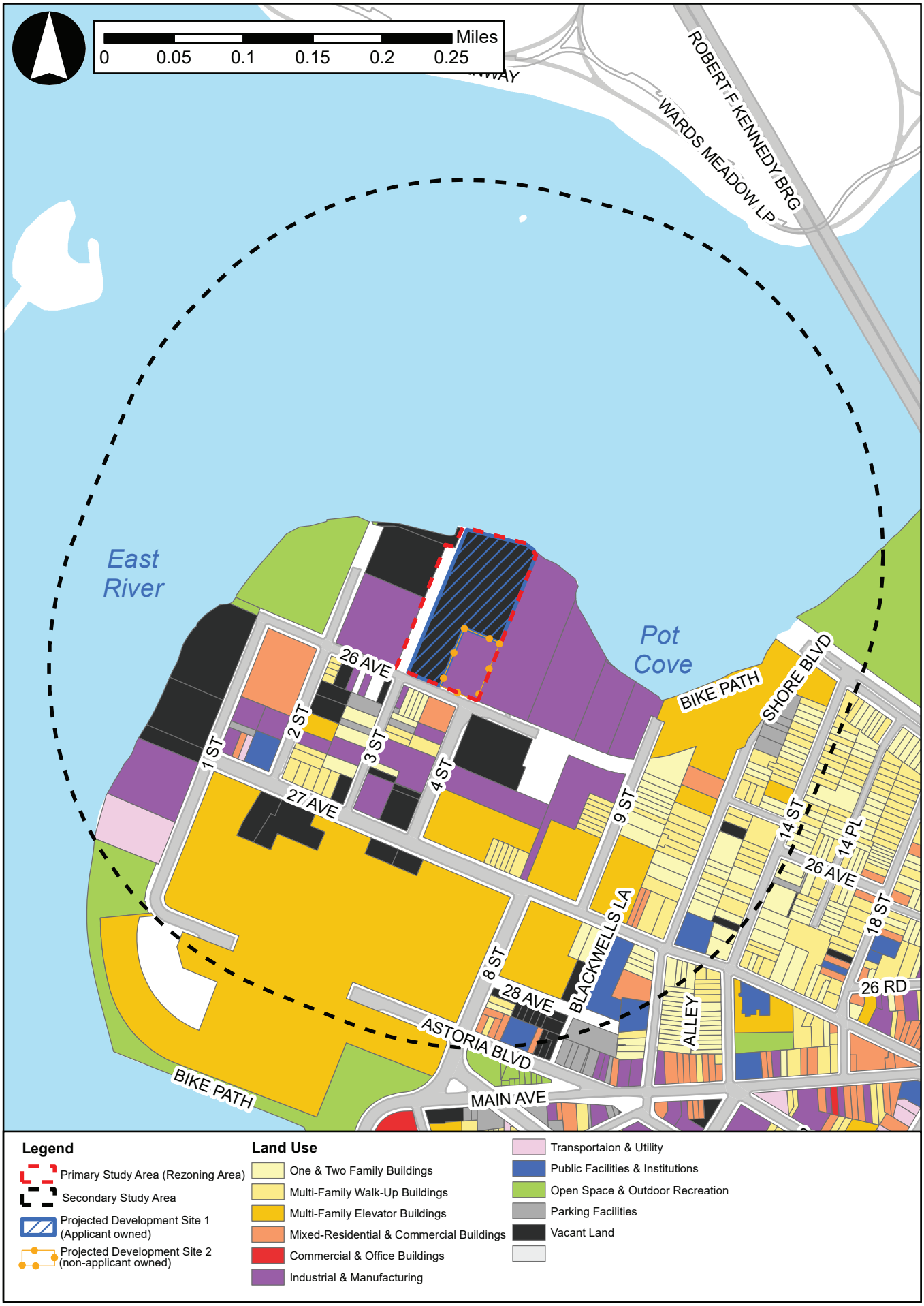
- Provide a brief development history of the rezoning area and surrounding study area.
- Provide a description and map of existing land uses and zoning in the area affected by the Proposed Actions and the surrounding study area. Other public policies that apply to the study area will also be described, including OneNYC 2050 and the City's Waterfront Revitalization Program. Recent development trends in the land use study area will also be noted.
- Based on field surveys and prior studies, identify, describe, and graphically portray predominant land use patterns for the balance of the land use study area. Based on consultations with DCP and other public or private agencies and local real estate brokers, describe recent land use trends in the study area and major factors influencing those land use trends.
- Prepare a list of future development projects in the study area that would be expected to be constructed by the 2031 Build Year and may influence future land use trends. Also, identify pending zoning actions or other public policy actions that could affect land use patterns and trends in the study area in coordination with DCP. Based on these planned projects and initiatives, assess future conditions in the land use and zoning study area in the future without the Proposed Actions (No-Action condition).
- Describe proposed zoning changes, and the potential land use changes based on the Proposed Actions' RWCDS (With-Action condition).
- Assess effects of the Proposed Actions on land use and land use trends, public policy, and zoning in the study area. Discuss the Proposed Actions' potential effects related to issues of compatibility with surrounding land use, consistency with zoning and other public policy (including OneNYC 2050), the effect of the loss of manufacturing zoning, and the effect of the proposed development on ongoing development trends and conditions in the area.
- The Project Area is located in the New York City Coastal Zone, and therefore, it will be assessed for its consistency with the city's Waterfront Revitalization Program (WRP). The analysis will assess, for those relevant policies identified on the project's Consistency Assessment Form, the consistency of the Proposed Actions and resultant proposed development with the WRP policies.

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. This chapter will assess the Proposed Actions' potential effects on the socioeconomic character of the study area.

The five principal issues of concern with respect to socioeconomic conditions are whether a proposed action would result in significant adverse impacts due to: (1) direct residential displacement; (2) direct business and institutional displacement; (3) indirect residential displacement; (4) indirect business and institutional displacement; and (5) adverse effects on specific industries. As detailed below, the Proposed Actions warrant an assessment of socioeconomic conditions with respect to indirect residential displacement, only. Direct displacement of fewer than 500 residents or of fewer than 100 employees would not typically be expected to alter the socioeconomic characteristics of a neighborhood, according to the *CEQR Technical Manual*. The Proposed Actions would not exceed the *CEQR Technical Manual*

Land Use Map


Miles
0
0.05
0.1
0.15
0.2
0.25
ROBERT F KENNEDY BRG
WARDS MEADOW LP
East River
Pot Cove
26 AVE
BIKE PATH
SHORE BLVD
1 ST
2 ST
3 ST
4 ST
27 AVE
9 ST
14 ST
14 PL
26 AVE
18 ST
BLACKWELLS LA
8 ST
28 AVE
26 RD
ALLEY
ASTORIA BLVD
BIKE PATH
MAIN AVE
Legend
Primary Study Area (Rezoning Area)
Secondary Study Area
Projected Development Site 1 (Applicant owned)
Projected Development Site 2 (non-applicant owned)
Land Use
One & Two Family Buildings
Multi-Family Walk-Up Buildings
Multi-Family Elevator Buildings
Mixed-Residential & Commercial Buildings
Commercial & Office Buildings
Industrial & Manufacturing
Transportaion & Utility
Public Facilities & Institutions
Open Space & Outdoor Recreation
Parking Facilities
Vacant Land

analysis thresholds of 500 displaced residents or 100 displaced employees, and therefore, are not expected to result in significant adverse impacts due to direct residential or business/institutional displacement. In addition, as the Proposed Actions would not affect conditions within a specific industry, an analysis of adverse effects on specific industries is not warranted, and no significant adverse impacts would result. Lastly, as the Proposed Actions would introduce less than 200,000 sf of non-residential uses, an assessment of indirect business displacement is not warranted, and no significant adverse impacts would result.

The assessment of indirect residential displacement will begin with a preliminary assessment to determine whether a detailed analysis is necessary. Detailed analyses will be conducted if the preliminary assessment cannot definitively rule out the potential for significant adverse impacts. The detailed assessment will be framed in the context of existing conditions and evaluations of the Future No-Action and With-Action conditions in 2031, including any population changes anticipated to take place by the analysis year of the Proposed Actions.

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, according to the *CEQR Technical Manual*. To assess this potential impact, the *CEQR Technical Manual* seeks to answer 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.

TASK 4. COMMUNITY FACILITIES

The demand for community facilities and services is directly related to the type and size of the new population generated by development resulting from the Proposed Actions. The Proposed Actions would add approximately 1,665 new DUs to the area, of which 416 DUs would be affordable. According to the *CEQR Technical Manual,* the number and type of new residential units to be developed as a result of the Proposed Actions would trigger detailed analyses of potential impacts on public schools, libraries, and publicly funded day care centers. According to the *CEQR Technical Manual*, a detailed analysis of police and fire services and health care facilities is required if a proposed action would (a) introduce a sizeable new neighborhood where one has not previously existed, or (b) would displace or alter a hospital or public health clinic, fire protection services facility, or police station. As the Proposed Actions would not result in any of the above, no significant adverse impacts would be expected to occur, and a detailed analysis of police/fire services and health care facilities is not required.

Public Schools

- The primary study area for the analysis of elementary and intermediate schools should be the school districts' "sub-district" in which the project is located, pursuant to CEQR guidelines. As the proposed rezoning area is located wholly within Community School District (CSD) 30, Sub-district 3, the elementary and intermediate school analyses will be conducted for schools in that sub-district. The Proposed Actions also trigger an analysis of high schools, which are assessed on a borough-wide basis.
- Public elementary and intermediate schools serving CSD 30, Sub-district 3 will be identified and located. Existing capacity, enrollment, and utilization data for all public elementary and intermediate schools within the affected sub-district will be provided for the current (or most recent) school year, noting any specific shortages of school capacity. Similar data will be provided for Queens high schools in accordance with *CEQR Technical Manual* guidelines.
- Conditions that would exist in the No-Action condition for the sub-district (for elementary and intermediate school analyses) and the borough (for the high school analysis) will be identified, taking into consideration projected changes in future enrollments, including those associated with other developments in the affected sub-district, using the SCA's *Projected New Housing Starts* as per *CEQR Technical Manual* guidelines. The Queens school districts will be aggregated into a borough total, which will be used for the No-Action borough high school analysis. Plans to alter school capacity either through administrative actions on the part of the New York City Department of Education (DOE), or as a result of the construction of new school space prior to the 2031 analysis year, will also be identified or incorporated into the analyses.
- Future conditions with the Proposed Actions will be analyzed, adding students likely to be generated under the RWCDS to the projections for the future No-Action condition. Impacts will be assessed based on the difference between the future With-Action projections and the future

No-Action projections (at the sub-district level for elementary and intermediate schools and at the borough level for high schools) for enrollment, capacity, and utilization in 2031.

- A determination of whether the Proposed Actions would result in significant adverse impacts to elementary, intermediate, and/or high schools will be made. A significant adverse impact may result, warranting consideration of mitigation, if the Proposed Actions would result in: (1) a collective utilization rate of the elementary and/or intermediate schools in the sub-district study area that is equal to or greater than 100 percent in the With-Action condition (a determination of impact significance for high schools is conducted at the borough level); and (2) ~~an increase of five percent or more in the collective utilization rate between the No-Action and With-Action conditions~~100 or more new students generated by the proposed development past the 100 percent utilization rate, pursuant to CEQR.[3]

Libraries

- Local public library branches within the borough of Queens that serve the area within approximately ¾-mile of the proposed rezoning area, which is the distance that one might be expected to travel for such services, will be identified and presented on a map.
- Existing libraries within the study area and their respective information services and user populations will be described. Information regarding services provided by branches within the study area will include holdings and other relevant existing conditions. Details on library operations will be based on publicly available information and/or consultation with New York Public Library officials. If applicable, holdings per resident may be estimated to provide a quantitative gauge of available resources in the applicable branch libraries in order to form a baseline for the analysis.
- For No-Action conditions, projections of population change in the area and information on any planned changes in library services or facilities will be described, and the effects of these changes on library services will be assessed. Using the information gathered for existing conditions, holdings per resident in the No-Action condition will be estimated.
- The effects of the addition of the population resulting from the Proposed Actions on the library's ability to provide information services to its users will be assessed. Holdings per resident in the With-Action condition will be estimated and compared to the No-Action holdings estimate.

[3] The New York City Office of Environmental Coordination (OEC) recently released the 2021 *CEQR Technical Manual* (January 31, 2021) which included revisions to the criteria for determining significant adverse impacts to public elementary and intermediate schools. While the lead agency, the New York City Department of City Planning (DCP), has instructed that the DEIS be prepared in accordance with the 2020 *CEQR Technical Manual*, a sensitivity analysis for public schools was prepared to determine if revisions included in the updated 2021 *CEQR Technical Manual* would result in significant adverse impacts that would not have occurred under the 2020 *CEQR Technical Manual*. According to the 2020 *CEQR Technical Manual*, a significant adverse impact to public elementary or intermediate schools may occur if a proposed action would result in both of the following conditions: (1) A utilization rate of elementary or intermediate schools that is equal to or greater than 100% in the With-Action Condition; and (2) an increase of five percentage points or more in the collective utilization rate between the No-Action and With-Action conditions. Based on the impact criteria included in the 2020 *CEQR Technical Manual*, the Proposed Actions would not have resulted in significant adverse impacts to public elementary or intermediate schools. According to the recently released 2021 *CEQR Technical Manual*, a significant adverse elementary or intermediate school impact may occur if a proposed action would result in both of the following conditions: (1) A utilization rate of elementary or intermediate schools that is equal to or greater than 100% in the With-Action Condition; and (2) 100 or more new students generated by the proposed development past the 100% utilization rate. Based on the updated impact criteria for public elementary and intermediate schools, the sensitivity analysis indicated that the Proposed Actions would result in a significant adverse impact to public elementary schools. Therefore, as instructed by DCP, the public schools analysis presented in the DEIS has been prepared in accordance with the 2021 *CEQR Technical Manual*.

- If the Proposed Actions would increase a branch library's ¾-mile study area population by five percent or more over No-Action levels, and it is determined, in consultation with the New York Public Library, that this increase would impair the delivery of library services in the study area, a significant adverse impact may occur, warranting consideration of mitigation, in accordance with the *CEQR Technical Manual*.

Early Childhood Programs

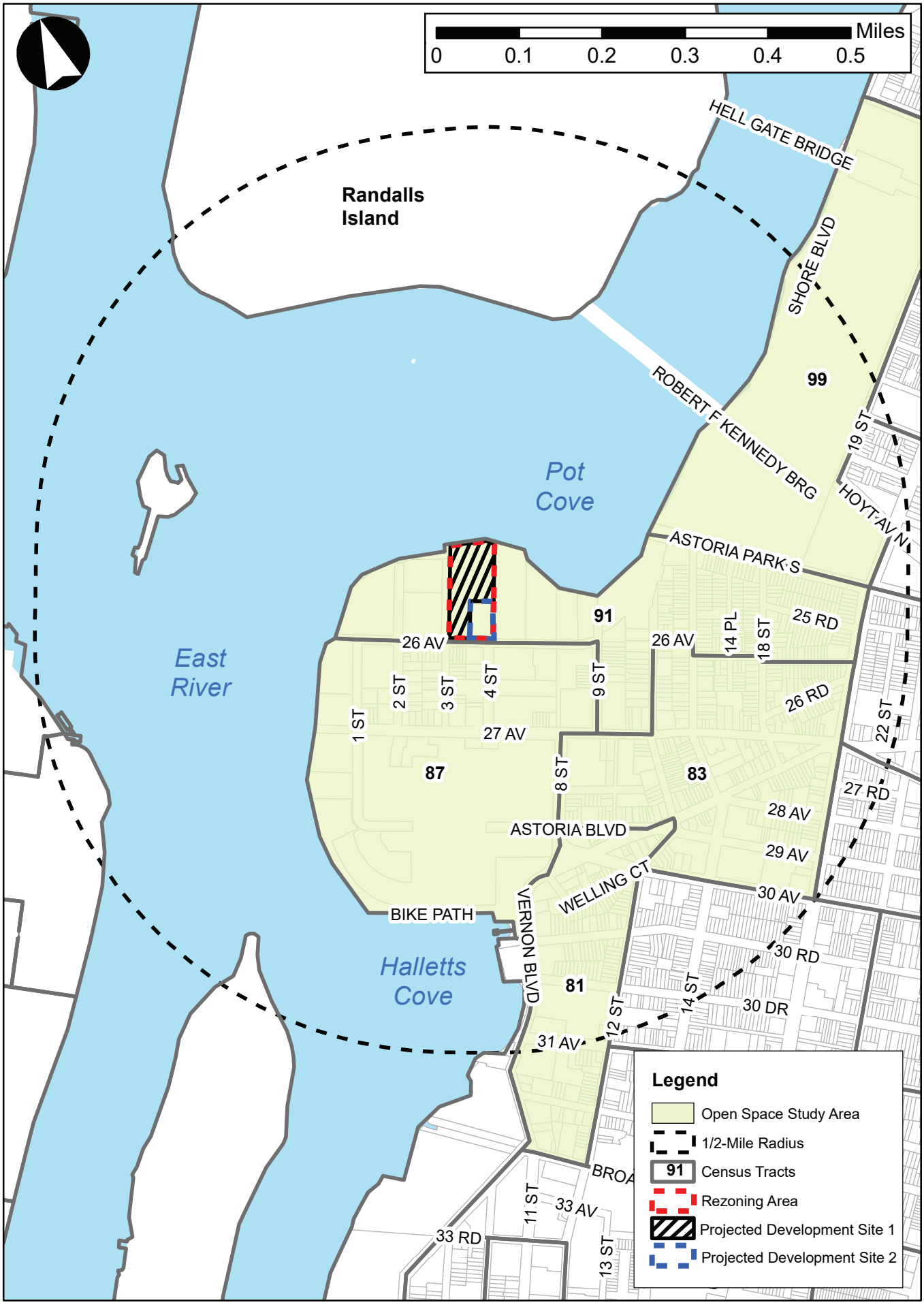
- Existing publicly funded early childhood programs within approximately 1.5 miles of the proposed rezoning area will be identified. Each facility will be described in terms of its location, number of slots (capacity), enrollment, and utilization in consultation with the New York City Department of Education (DOE).
- For No-Action conditions, information will be obtained for any changes planned for child care programs or facilities in the area, including the closing or expansion of existing facilities and the establishment of new facilities. Any expected increase in the population of children under age six within the eligibility income limitations, using the No-Action RWCDS (see "Analysis Framework"), will be discussed as potential additional demand, and the potential effect of any population increases on demand for child care services in the study area will be assessed. The available capacity or resulting deficiency in slots and the utilization rate for the study area will be calculated for the No-Action condition.
- 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 a net demand over capacity in the No-Action analysis.
- A determination of whether the Proposed Actions would result in significant adverse impacts to early childhood programs will be made. A significant adverse impact may result, warranting consideration of mitigation, if the Proposed Actions would result in both of the following: (1) a collective utilization rate of the group early childhood programs in the study area that is greater than 100 percent in the With-Action condition; and (2) an increase of five percent or more in the collective utilization rate of early childhood programs in the study area between the No-Action and With-Action conditions, in accordance with the *CEQR Technical Manual*.

TASK 5. OPEN SPACE

The Proposed Actions would add up to approximately 1,665 new DUs to the area, and would therefore increase the demands for existing local parks and recreational facilities. As discussed in the Project Description, the Proposed Project would provide approximately 41,363 sf of publicly accessible open space. The Proposed Actions would generate more than the CEQR threshold of 200 residents, but is not expected to exceed the CEQR threshold of 500 net additional workers. Therefore, a detailed open space analysis is warranted for the residential population only, which would be included in the EIS pursuant to the following sub-tasks.

- As the Proposed Actions would primarily introduce new residents to the area (the number of new workers would not exceed the threshold for worker analysis), the analysis will focus on both active and passive open space resources.
- Using the most recent Census data, calculate the total residential population of the open space study area. As per CEQR guidelines and as shown in **Figure 7**, the open space study area is defined

Figure 7
Open Space Study Area



as the area within a ½-mile boundary from the proposed rezoning area, adjusted to include all census tracts with at least 50 percent of their land area within the ½-mile radius.

- Inventory existing active and passive open spaces within the open space study area. The condition and usage of existing facilities will be described based on the inventory and field visits. Jurisdiction, features, user groups, quality/condition, factors affecting usage, hours of operation, and access will be included in the description of facilities. Acreage of these facilities will be determined and total study area acreage calculated. The percentage of active and passive open space will also be calculated. A map showing the locations of open spaces keyed to the inventory will be provided.
- Based on the inventory of facilities and residential study area populations, open space ratios will be calculated for the residential population in the study area, and compared to City guidelines to assess adequacy. As per the *CEQR Technical Manual*, open space ratios are expressed as the amount of open space acreage per 1,000 user population, and will be calculated for active and passive open space, as well as the ratio for the aggregate open space.
- Assess expected changes in future levels of open space supply and demand in the 2031 analysis year, based on other planned development projects within the open space study area. Any new open space or recreational facilities that are anticipated to be operational by the analysis year will also be accounted for. Open space ratios will be developed for future No-Action conditions and compared with existing ratios to determine changes in future levels of adequacy.
- Assess the effects on open space supply and demand resulting from increased residential populations added by the Proposed Actions. Any new accessory open space facilities proposed as part of the proposed development would also be taken into account. The assessment of the Proposed Actions' impacts will be based on a comparison of open space ratios for the future No-Action versus future With-Action conditions. In addition to the quantitative analysis, qualitative analysis will be performed to determine if the changes resulting from the Proposed Actions constitute a substantial change (positive or negative) or an adverse effect to open space conditions. Accessory open space to be provided as part of the Proposed Project would be included in the qualitative assessment.
- If the results of the impact analysis identify a potential for a significant impact, discuss potential mitigation measures.

TASK 6. SHADOWS

This chapter will examine the Proposed Actions' potential for significant and adverse shadow impacts pursuant to *CEQR Technical Manual* criteria. Generally, the potential for shadow impacts exists if an action would result in new structures, or additions to existing structures, greater than 50 feet in height that could cast shadows on important natural features, publicly accessible open space, or on historic features that are dependent on sunlight. The Proposed Actions would result in buildings of greater than 50 feet, with shadows cast on the East River, which is a sunlight sensitive natural resource, and potentially Whitey Ford Field, located 320 feet to the west of the rezoning area, and Astoria Park, located approximately 1,300 feet northeast of the rezoning area. Therefore, a preliminary assessment will be conducted, which will be coordinated with the EIS analysis of open space and natural resources. The preliminary screening assessment will include the following tasks:

- A preliminary shadows screening assessment will be prepared to ascertain whether the RWCDS shadows may potentially reach any sunlight-sensitive resources at any time of year.

- A Tier 1 Screening Assessment will be conducted to determine the longest shadow study area for the projected and potential developments, which is defined as 4.3 times the height of a structure (the longest shadow that would occur on December 21, the winter solstice), pursuant to the *CEQR Technical Manual*. A base map, which includes topographical information, will illustrate the locations of the projected and potential developments in relation to the sunlight-sensitive resources will be developed.
- A Tier 2 Screening Assessment will be conducted if any portion of a sunlight-sensitive resource lies within the longest shadow study area. The Tier 2 assessment will determine the triangular area that cannot be shaded by the Projected Developments, which in New York City is the area that lies between -108 and +108 degrees from true north.
- If any portion of a sunlight-sensitive resource is within the area that could be potentially shaded by the Projected Developments, a Tier 3 Screening Assessment will be conducted. The Tier 3 Screening Assessment will determine if shadows resulting from the Projected Developments can reach a sunlight-sensitive resource through the use of three-dimensional computer modeling software with the capacity to accurately calculate shadow patterns. The model will include a three-dimensional representation of the sunlight-sensitive resource(s), a three-dimensional representation of the Projected Development Sites identified in the RWCDS, and a three-dimensional representation of the topographical information within the area to determine the extent and duration of new shadows that would be cast on sunlight-sensitive resources as a result of the Proposed Actions.

- If the screening analysis does not rule out the possibility that action-generated shadows would reach any sunlight-sensitive resources, a detailed analysis of potential shadow impacts on publicly-accessible open spaces or sunlight-sensitive historic resources resulting from development in the RWCDS will be provided in the EIS. The detailed shadow analysis will establish a baseline condition (No-Action), which will be compared to the future condition resulting from the Proposed Actions (With-Action) to illustrate the shadows cast by existing or future buildings and distinguish the additional (incremental) shadow cast by the Projected Development Sites. The detailed analysis will include the following tasks:
  - The analysis will be documented 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 provided.
  - The significance of any shadow impacts on sunlight-sensitive resources will be assessed.

TASK 7. URBAN DESIGN/VISUAL RESOURCES

A preliminary analysis of urban design and visual resources is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning, including the following: 1) projects that permit the modification of yard, height, and setback requirements; and 2) projects that result in an increase in built floor area beyond what would be allowed 'as-of-right' or in the future without the Proposed Actions. CEQR stipulates a detailed analysis for projects that would result in substantial alterations to the streetscape of the neighborhood by noticeably changing the scale of buildings.

As the Proposed Actions would rezone the Project Area to allow higher density and create new zoning districts to be mapped within the study area, a preliminary assessment of urban design and visual resources will be provided in the EIS. As the urban design and visual resources analysis is a site specific-related analysis, the analysis focuses on development anticipated on the Projected Development Sites.

The urban design study area will be the same as that used for the land use analysis (delineated by a ¼-mile radius from the proposed rezoning area). For visual resources, the view corridors within the study area from which such resources are publicly viewable will be identified. The preliminary assessment will consist of the following:

- Based on field visits, the urban design and visual resources of the directly affected area and adjacent study area will be described using text, photographs, and other graphic material, as necessary, to identify critical features, use, bulk, form, and scale.
- In coordination with Task 2, Land Use, the changes expected in the urban design and visual character of the study area due to known development projects in the future No-Action condition will be described.
- Potential changes that could occur in the urban design character of the study area as a result of the Proposed Actions will be described. For the Projected Development Sites, the analysis will focus on general building types for the sites that are assumed for development, as well as elements, such as streetwall height, setback, and building envelope. Photographs and/or other graphic material will be utilized, where applicable, to assess the potential effects on urban design and visual resources, including view of/to resources of visual or historic significance.

A detailed analysis will be prepared if warranted based on the preliminary assessment. Examples of projects that may require a detailed analysis are those that would make substantial alterations to the streetscape of a neighborhood by noticeably changing the scale of buildings, potentially obstruct view corridors, or compete with icons in the skyline, as described in the *CEQR Technical Manual*. The detailed analysis would describe the Projected Development Sites 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 future with the Proposed Actions condition, in comparison to the future without the Proposed Actions 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.

Construction of large buildings at locations that experience high wind conditions may result in an exacerbation of wind conditions due to 'channelization' or 'downwash' effects that may affect pedestrian safety. A screening assessment of whether a pedestrian wind analysis would be warranted will be provided in the EIS as channelized wind pressure from between tall buildings and/or parallel tall buildings may cause winds that jeopardize pedestrian safety. A detailed pedestrian wind analysis will be prepared in accordance with *CEQR Technical Manual* guidelines if warranted as a result of the screening assessment.

TASK 8. NATURAL RESOURCES

The Project Area lies along Hell Gate – a narrow tidal strait in the East River that separates Astoria from Randall's Island/Wards Island – and is mostly developed with shoreline protection measures (riprap). It is not anticipated that the Proposed Project would entail any in-water disturbance.

The EIS will provide an assessment of natural resources. Any existing natural resources on or in the vicinity of the Project Area would be identified, including any significant fish habitats in the adjacent waterway. The Proposed Actions' potential impacts on any identified natural resources would be assessed, including short-term construction effects (if any) as well as any potential long-term effects such as additional run-off, etc. A discussion of any related permits that may be required would be provided. It is expected that the natural resources assessment will include the following subtasks:

- Describe the water quality conditions along the project site, including water quality trends and projection data as are available through existing literature and studies (e.g., the New York City Department of Environmental Protection [NYCDEP] Harbor Survey). This section will describe the general water quality characteristics of the East River, including currents, tidal range, water quality classification, and overall pollutant loads and chemical and biological conditions.
- Data on aquatic resources/habitats will be reviewed and presented for the study area. This task will also be undertaken using published literature, including the identification of essential fish habitats. The presence of tidal wetlands will be based on existing New York State Department of Environmental Conservation (NYSDEC) tidal wetlands maps.
- While there are limited issues with respect to terrestrial resources (flora and fauna) since most of the upland is developed, the Project Area will be characterized based on a review of aerial photography and a field visit.
- The New York State Natural Heritage Program and the U.S. Fish and Wildlife Service will be contacted to obtain any data on the potential presence of rare or endangered plant or animal species in the study area, and essential fish habitats along the East River.
- A projection will be made of natural resources conditions through the 2031 analysis year based on anticipated future conditions without the Proposed Actions.
- An assessment of potential impacts from the Proposed Actions will be presented analyzing any potential water quality and river disturbance issues, impacts to any fish and bird habitats, and terrestrial resources. A stormwater analysis will be performed that will specify how stormwater flows would be treated, and managed, and an analysis of appropriate Best Management Practices (BMP's) to be implemented will also be included in the EIS. Impact issues could include additional flow from outfalls (see also Task 10, "Water and Sewer Infrastructure," below). Any potential impacts on rare or endangered species or essential fish habitats will be identified. The need for any additional State or Federal approvals or will also be described.

This analysis will also evaluate the potential for impacts due to any combined sewer overflow resulting from the Proposed Actions (see also Task 10, "Water and Sewer Infrastructure," below).

TASK 9. HAZARDOUS MATERIALS

The objective of the hazardous materials assessment is to determine whether the proposed rezoning area may have been adversely affected by current or historical uses at or adjacent to the site. The Proposed Actions would result in new residential development in areas currently zoned for manufacturing, and therefore has the potential to result in significant hazardous materials impacts.

This chapter of the EIS will primarily examine the potential for impacts related to subsurface contamination, including an evaluation of the existing soil and groundwater conditions in areas that would be affected by the Proposed Actions. This chapter will summarize the results of the Projected

Development Sites' Phase I Environmental Site Assessments and any other subsequent relevant studies. It will also include discussion of any measures required to be implemented prior to or during construction of the proposed development to avoid significant impacts, such as implementation of a Remedial Action Plan and Construction Health and Safety Plan, if warranted.

The EIS will include a discussion of the site's history and current environmental conditions. The Applicant has received a Certificate of Completion from the New York State Department of Environmental Conservation (NYSDEC) supervision through the Voluntary Cleanup Program.

The chapter will include a discussion of the Proposed Actions' potential to result in significant adverse hazardous materials impacts and, if necessary, will include a description of any additional further testing, remediation, or other measures that would be necessary to avoid impacts.

If significant adverse impacts are identified, mitigation measures will be identified in conjunction with DCP as lead agency and any expert agencies, as appropriate.

TASK 10. WATER AND SEWER INFRASTRUCTURE

The *CEQR Technical Manual* outlines thresholds for analysis of a project's water demand and its generation of wastewater and stormwater. As discussed in detail in the EAS, for the Proposed Actions, an analysis of water supply is not warranted as the proposed development would not result in a demand of more than 1 million gpd and the proposed development is not located in an area that experiences low water pressure. A preliminary assessment of the Proposed Actions' effects on wastewater and stormwater infrastructure is warranted because the Proposed Actions would result in the development of more than 400 dwelling units in Queens (although it does not exceed the commercial threshold of 150,000 sf). Therefore, this chapter will analyze the Proposed Action's potential effects on wastewater and stormwater infrastructure. NYCDEP will be consulted during the preparation of the preliminary stormwater and wastewater infrastructure assessment.

- The existing stormwater drainage system and surfaces (pervious or impervious) on the Project Area will be described, and the amount of stormwater generated on the site will be estimated using NYCDEP's volume calculation worksheet. Drainage areas with direct discharges and overland flow will be presented.
- The existing sewer system serving the Project Area will be described based on records obtained from NYCDEP. Records obtained will include sewer network maps, drainage plans, capacity information for sewer infrastructure components, and other Freedom of Information Law (FOIL) requests (such as sewer backup complaints/repair data) if warranted. The existing flows to the Bowery Bay water pollution control plant (WPCP) that serves the Project Area will be obtained for the latest 12-month period, and the average dry weather monthly flow will be presented. Existing capacity information for pump stations, regulators, etc. downstream of the affected drainage area will be presented.
- Any changes to the site's stormwater drainage system and surface area expected in the future without the Proposed Actions will be described. Any changes to the sewer system that are expected to occur in the future without the Proposed Actions will be described based on information provided by NYCDEP.
- Assess future stormwater generation from the proposed development and assess the Proposed Actions' potential to create impacts. The proposed stormwater management plan for the Project Area will be assessed and incorporated into the infrastructure assessment. The assessment will also

discuss any planned sustainability elements and best management practices (BMPs) that are intended to reduce stormwater runoff from the Project Area. Changes to the Project Area's proposed surface area (pervious or impervious) will be described, and runoff coefficients and runoff for each surface type/area will be presented. Volume and peak discharge rates of stormwater from the site will be determined based on the NYCDEP volume calculation worksheet.

- Sanitary sewage generation for the RWCDS will 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 WPCP.
- Based on the assessment of future stormwater and wastewater generation, the change in flows and volumes to the combined sewer system and/or waterbodies due to the Proposed Actions will be determined.

TASK 11. 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 result in new residential, local retail, and community facility uses, 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 detailed travel demand forecast was prepared for the RWCDS using standard sources, including the *CEQR Technical Manual*, U.S. Census data, previously-approved studies, and other references. The travel demand forecast (a Level 1 screening assessment) is summarized by peak hour, mode of travel, as well as person and vehicle trips. The travel demand forecast also identifies 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 these forecasts have been summarized in a Transportation Planning Factors and Travel Demand Forecast (TPF/TDF) technical memorandum (refer to **Appendix 1**). Detailed vehicle, pedestrian and transit trip assignments (a Level 2 screening assessment) were prepared based on the results of the RWCDS travel demand forecast to identify the intersections and pedestrian/transit elements selected for quantified analysis.

The proposed new residential, commercial, and community facility uses would generate additional vehicular travel and increase demand for parking, as well as pedestrian traffic and subway and bus riders. These new trips have the potential to affect the area's transportation systems. Therefore, the transportation studies for the EIS will include the following analyses.

Traffic

The RWCDS exceeds the minimum development density screening thresholds specified in Table 16-1 of the *CEQR Technical Manual*. Therefore, a trip generation forecast is required to determine if the project would generate 50 or more vehicle trips. Based on preliminary analyses conducted, the Proposed Actions are expected to generate more than 50 additional vehicular trips in the weekday AM, midday, PM, and Saturday midday peak hours. Therefore, the EIS will provide a detailed traffic analysis focusing on those peak hours and intersections where the highest concentrations of project-generated demand would

occur. The EIS traffic analysis will include the following:

- Select peak hours for analysis and define a traffic study area consisting of intersections to be analyzed adjacent to the Project Area and along major routes leading to and from the Projected Development Sites. Based on preliminary trip generation estimates for the proposed residential, community facility, and commercial uses, the EIS will analyze weekday AM, midday, PM, and Saturday midday peak hours. Approximately ~~21~~ 26 intersections would be analyzed, as listed below (see **Figure 8**).

Signalized

1. 26th Avenue and 21st Street
2. 27th Avenue and 8th Street
3. 27th Avenue/Astoria Boulevard and 21st Street
4. Astoria Boulevard and 8th Street
5. 30th Avenue and 21st Street
6. Hoyt Avenue South and 21st Street
7. Hoyt Avenue North and 21st Street

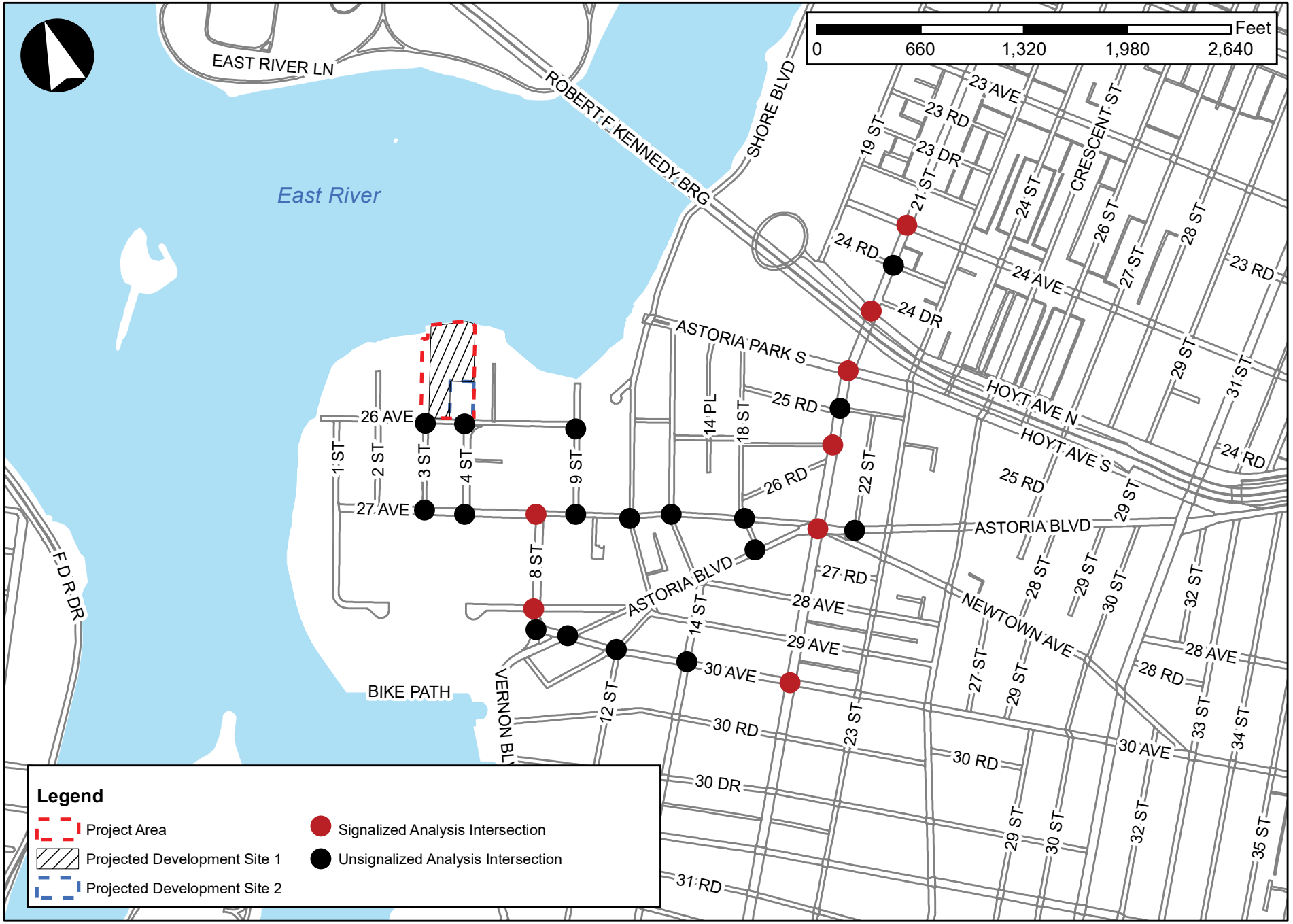
Unsignalized

1. 26th Avenue and 3rd Street
~~1.~~2. 26th Avenue and Site Driveway
~~2.~~3. 26th Avenue and 4th Street
~~3.~~4. 26th Avenue and 9th Street
~~4.~~5. 27th Avenue and 3rd Street
~~5.~~6. 27th Avenue and 4th Street
~~6.~~7. 27th Avenue and 9th Street
~~7.~~8. 27th Avenue and 12th Street
~~8.~~9. 27th Avenue and 14th Street
~~9.~~10. 27th Avenue and 18th Street
~~10.~~11. Astoria Boulevard and 18th Street
~~11.~~12. Astoria Boulevard and Newtown Avenue
~~12.~~13. 30th Avenue and 8th Street
~~13.~~14. 30th Avenue and 12th Street
15. 30th Avenue and 14th Street
16. 30th Avenue and Main Avenue
17. 24th Road and 21st Street
18. 25th Road and 21st Street

- Pursuant to a data collection program developed in consultation with the lead agency and NYCDOT that considers any potential traffic abnormalities associated with the ongoing COVID-19 pandemic, ~~Conduct~~ a data collection program will be conducted for traffic analysis locations. This will ~~that~~ include~~s~~ a mix of automatic traffic recorder (ATR) machine counts, manual intersection turning movement counts, along with vehicle classification counts and travel time studies (speed runs) as support data for air quality and noise analyses during the weekday AM, midday, and PM peak hours

Figure 8

Traffic Analysis Locations



*This figure has been updated for the FSOW

and the Saturday midday peak hour. ATRs will provide 24-hour traffic volumes for a full week at selected arterial locations. Turning movement count data will be collected at each analyzed intersection during the weekday AM, midday, and PM and Saturday midday peak hours, as needed, 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. As practical t~~T~~he 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 the New York City Department of Transportation (DOT) and the New York City Department of City Planning (DCP). The existing peak hour traffic volume networks representing typical conditions will be developed in consultation with the lead agency and NYCDOT.

- Inventory physical data at each of the analysis intersections, including street widths, number of traffic lanes and lane widths, pavement markings, turn prohibitions, and parking regulations. 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 traffic movement, per intersection approach, and per overall intersection. The methodology of the 2000 Highway Capacity Manual (HCM) with the latest approved Highway Capacity Software (HCS), will be used for the analysis. Allowances for any on-going construction or temporary road closures will be made.
- Based on available sources, the latest US Census data and standard references, estimate the travel demand for the future without the Proposed Actions (the No-Action condition), which will include the demand from significant development sites planned in the vicinity of the study area by the analysis year. This will include daily and hourly person trips, and a modal distribution to estimate trips by auto, taxi, and other modes. A truck trip generation forecast will also be prepared. Mitigation measures accepted for all No-Action projects and other NYCDOT initiatives will be included in the future No-Action network.
- Compute the future 2031 No-Action traffic volumes based on an approved background traffic growth rate (0.5% per year for years one through five, and 0.25% per year for subsequent years) for the study area and any significant development projects expected to be completed in the future without the Proposed Actions. Incorporate any planned changes to the roadway system anticipated by the project Build year, and determine the No-Action intersection v/c ratios, delays and levels of service.
- Based on available sources, the latest US Census data, and standard references, develop a travel demand forecast for the RWCDS. Assign that volume of traffic in each analysis period to the approach and departure routes likely to be used, and prepare traffic volume networks for the future with the Proposed Actions (With-Action) condition for each analyzed peak hour. Determine the resulting v/c ratios, delays, and LOS at analyzed intersections for the 2031 With-Action condition.
- Identify the Proposed Action's potential to have significant adverse traffic impacts, in accordance with *CEQR Technical Manual* criteria.

Identify and evaluate traffic mitigation measures, as appropriate, for all significantly impacted locations in the study area, to the fullest extent where practicable. This includes potential mitigation for the street system, including possible roadway modifications, new signal installations, signage, signal changes, and parking regulation changes. Development of these measures will be coordinated with DOT and other

agencies as necessary. Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

Transit

According to the general thresholds used by the Metropolitan Transportation Authority (MTA) and specified in the *CEQR Technical Manual*, detailed transit analyses are not required if the Proposed Actions are expected to result in less than 200 new peak hour subway or bus transit riders, as fewer than this number of new transit trips is considered unlikely to create significant impacts on existing transit facilities.

Subway

Based on preliminary trip generation estimates, the Proposed Actions are expected to exceed the *CEQR Technical Manual* threshold of more than 200 total peak hour subway trips and 200 peak hour subway trips at a single station during one or more peak hours. The 30th Avenue station on the N and W lines is the closest facility to the Project Area and would be the assumed destination for the majority of the subway trips. Because of the distance between the Project Area and this station, a shuttle service is anticipated between the 30th Avenue Station and Projected Development Site 1. It is anticipated that the shuttle service would be implemented by the Applicant for residents of the Proposed Project. The Applicant would commit to providing a subway shuttle through a Restrictive Declaration. Subway transit trips generated by the proposed development are expected to be assigned to the 30th Avenue station. Generally, detailed analyses are not provided during the weekday midday peak hours as subway system ridership is substantially lower during these time periods than during the weekday AM and PM peak periods and incremental demand from an individual project can be accommodated without noticeably affecting system operations. Therefore, the EIS an analysis of weekday AM and PM line haul conditions of the N and W lines will also be provided. This analysis will focus on the key stairways and entrance control areas of the station, and will include the following subtasks:

- As the Proposed Actions would result in over 200 peak hour subway trips at a single station, a detailed analysis of subway station stairways and entrance control areas ("subway study locations") will be conducted at the 30th Avenue subway station in the weekday AM and PM peak hours~~,~~ pursuant to the guidelines published in the *CEQR Technical Manual*.
- The analysis will be conducted based on counts conducted at those control areas and/or pedestrian circulation elements that would be traversed by ~~significant concentrations of~~ project-generated trips ~~(over 200 peak hour trips)~~. Any data collection will be conducted in consultation with the lead agency and NYC Transit and will consider any potential abnormalities associated with the ongoing COVID-19 pandemic,
- Conditions and volumes for the existing conditions will be determined based on the analysis described above and specified in the *CEQR Technical Manual*. The existing peak hour volumes at the subway study locations representing typical conditions will be developed in consultation with the lead agency and NYC Transit.
- Conditions and volumes in the future without the Proposed Actions will be determined using background growth rates specified in the *CEQR Technical Manual* and accounting for any trips generated by No-Action developments.
- Conditions and volumes in the future with the Proposed Actions will be determined based on the assignment of project-generated subway trips.

- Any potential impacts on the analyzed subway stations will be identified using CEQR impact criteria. Transit mitigation, if any, will be determined in conjunction with the lead agency and NYC Transit.

Bus

Bus routes serving the study area include the Q102, Q103, Q18, and Q19 bus routes, which travel along 27th Avenue. The Q102 and Q18 bus routes both provide access to the 30th Avenue subway station. The Q19 provides access to the Astoria Boulevard N and W station. The Q103 bus route provides access to the 21st Street – Queensbridge station on the F line.

As the incremental person-trips by bus generated by the Proposed Actions would exceed 50 peak hour trips in one direction on the Q18, Q19, and Q103 bus routes serving the Project Area, the EIS will include a quantitative analysis of local bus conditions during the weekday AM and PM commuter peak hours when overall demand on the bus system is usually highest. For that analysis, trips will be assigned to each route 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.

~~Based on the travel demand forecast, peak hour bus-only trips would increase by a net total of 105, 74, 123 and 121 during the weekday AM, midday, PM and Saturday periods, respectively. These incremental bus trips – distributed between the Q18, Q19 and Q102 routes – are not expected to exceed 50 additional trips on one route in any one direction in either the weekday AM or PM peak hours and, therefore, a detailed bus line haul analysis is not warranted.~~

Pedestrians

Except for trips by auto or taxi, all project-generated trips would include a walk component using local sidewalks, street corners, and crosswalks to access the Project Area. As a result, there would be more than 200 pedestrian trips in all peak hours, with volumes highest on those facilities closest to the project site entrances and gradually diminishing as project-generated pedestrian volumes become more dispersed further from the site. Accordingly, the EIS will provide detailed pedestrian analyses for the pedestrian facilities in the immediate vicinity of the Project Area, with a focus on 27th and 3rd Avenues. In addition, as the Proposed Project would include a shuttle service to the 30th Avenue subway station with a drop-off/pick-up location proposed along the north side of 30th Avenue at 31st Street, the northwest corner of 31st Street and 30th Avenue would also be assessed in the pedestrian analysis. This analysis will include the following subtasks:

- Conduct and analyze pedestrian counts at critical locations in the study area, ~~.~~ pursuant to *CEQR Technical Manual* guidelines two days of counts will be collected at crosswalk locations Corners, crosswalks, and adjoining sidewalks will be evaluated at locations receiving 200 or more action-generated peak hour pedestrian trips. Pedestrian assignment diagrams will be prepared to assist in identifying these locations. The pedestrian analysis will focus on the following pedestrian elements (see **Figure 9**):

Sidewalk

1. Third Street north of 26th Avenue (east sidewalk)
2. 26th Avenue between Third and Fourth Street (north sidewalk)
3. 26th Avenue between Third and Fourth Streets (south sidewalk)
4. 26th Avenue between Fourth and Eighth Streets (south sidewalk)
5. Third Street between 27th and 26th Avenues (east sidewalk)
6. Fourth Street between 27th and 26th Avenues (west sidewalk)
7. Fourth Street between 27th and 26th Avenues (east sidewalk
8. 27th Avenue between Third and Fourth Streets (north sidewalk)
9. 30th Avenue between 30th and 31st Streets (north sidewalk)
10. 31st Street between 30th and Newtown Avenues (west sidewalk)
11. 27th Avenue between Fourth and Eight Streets (south sidewalk)

Corner

1. Eighth Street and 27th Avenue (southeast corner)
2. Eighth Street and 27th Avenue (southwest corner)
3. Fourth Street and 27th Avenue (northeast corner)
4. Fourth Street and 27th Avenue (northwest corner)
5. 31st Street and 30th Avenue (northwest corner)

Crosswalk

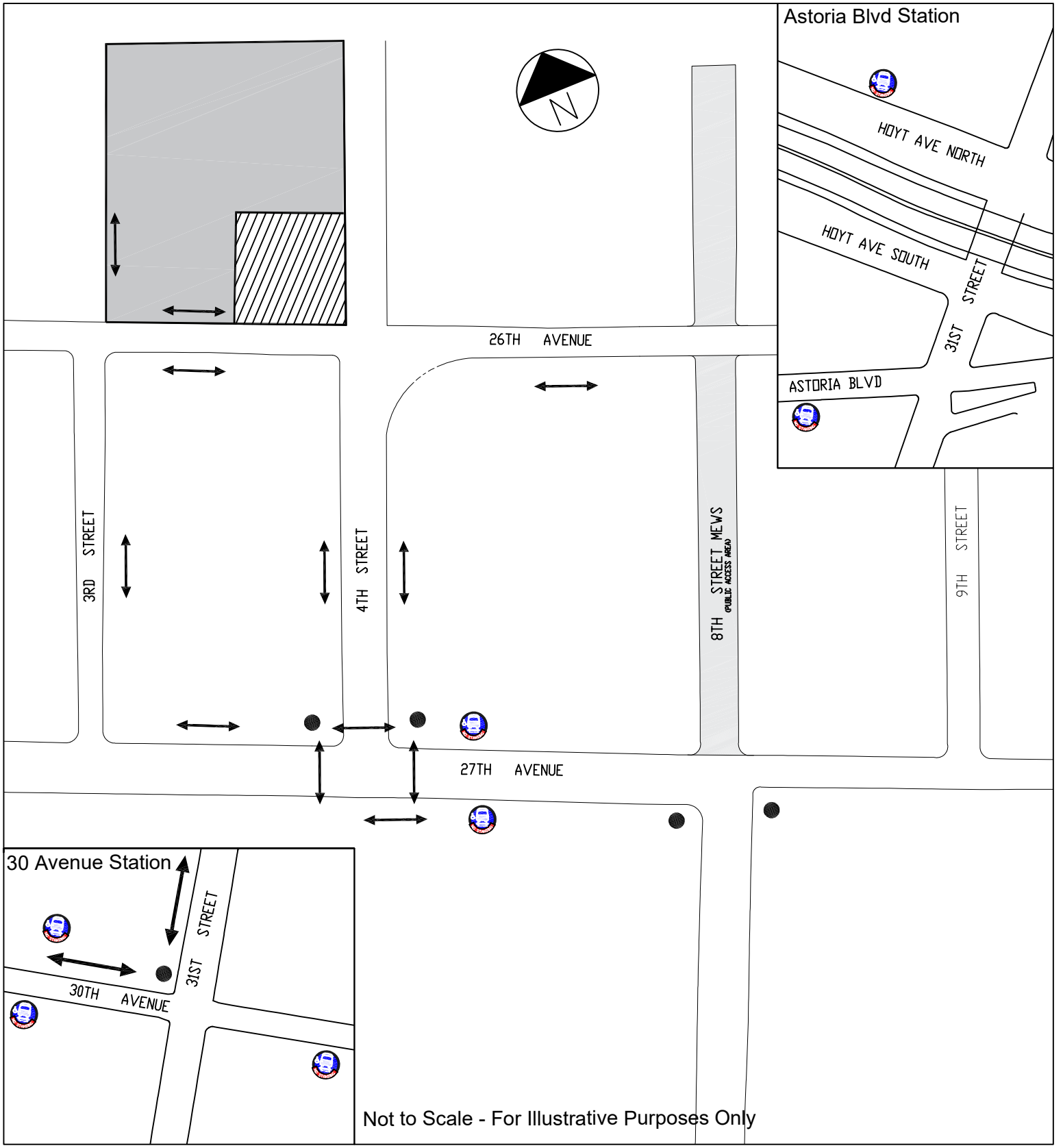
1. Fourth Street and 27th Avenue (north crosswalk)
2. Fourth Street and 27th Avenue (east crosswalk)
3. Fourth Street and 27th Avenue (west crosswalk)

- Identify the potential for the Proposed Actions to have significant pedestrian impacts, through a comparison of future No-Action to the future With-Action conditions.
- If significant pedestrian impacts are identified, feasible mitigation measures, including widening crosswalks, extending corners, and eliminating sidewalk obstructions, will be explored to mitigate these impacts.

Vehicular and Pedestrian Safety

Traffic accidents involving pedestrians as well as bicycles at key study area intersections will be researched and documented. These data will be analyzed to determine if any of the studied locations may be classified per CEQR criteria as high vehicle crash or high pedestrian/bike accident locations and whether trips and changes resulting from the Proposed Actions would adversely affect vehicular and pedestrian safety in the area. In addition, because the intersection of 26th Avenue and 3rd Street is unsignalized and would serve as the entrance to Projected Development Site 1, vehicular and pedestrian safety conditions will be assessed at this location. The potential for the Proposed Actions to have significant pedestrian and/or bicycle impacts will be identified and any potential safety~~possible remedies and/or~~ improvements will be developed in consultation with NYCDOT ~~proposed for DOT consideration~~.

Pedestrian Analysis Locations



*This figure has been updated for the FSOW

Legend

- Projected Development Site 1
- Projected Development Site 2
- Pedestrian Analysis - Sidewalk
- Pedestrian Analysis - Corner
- MTA Bus Stop

Parking

If project-generated parking demand cannot be fully accommodated within the Project Area, a detailed analysis of on-street and off-street parking conditions will be provided in the EIS. A detailed inventory of existing on-street and off-street parking would be conducted for the weekday midday period (when parking in a business area is frequently at peak occupancy) and weekday overnight period (when residential parking demand typically peaks) to document existing supply and demand for each period. Parking utilization within ¼-mile of the project site 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. The parking analyses 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 on the project site and other major projects in the vicinity of the study area.

Parking demand generated by the residential component of the Proposed Project will be forecasted based on auto ownership data for the Project Area and the surrounding area. Parking demand from all other uses will be derived from the forecasts of daily auto trips generated by these uses.

TASK 12. AIR QUALITY

The air quality studies for the proposed development will include both mobile and stationary source analyses. As the proposed developments will provide a new accessory parking garages, the effects of CO and $PM_{2.5}$ emissions from parking vehicles will be analyzed.

The stationary source air quality impact analysis will assess the effects of emissions (e.g., sulfur dioxide, particulate matter, and nitrogen oxides) from the proposed development's heat and hot water systems. The proposed developments will also introduce new residential uses in an area that is currently zoned for manufacturing uses. Therefore, an analysis to examine the potential for impacts from light industrial uses in the surrounding area on the proposed sensitive uses will be performed. In addition, emissions from large sources within 1,000 feet of the Project Area will be examined for their potential impact on the proposed developments.

No waterborne ferries or tugboats would operate adjacent to the Project Area, and the emissions from vehicular traffic on the RFK Bridge are located too far from the Project Area (more than 1,000 feet away) to adversely impact the proposed residential developments.

Mobile Source Analysis

The mobile source analysis will evaluate the Proposed Actions for potential impacts from CO and PM2.5 due to vehicular traffic anticipated to be generated by the Proposed Actions to see if emissions thresholds specified in the CEQR *Technical Manual* are exceeded:

- Assess the potential CO and $PM_{2.5}$ impacts associated with the proposed accessory parking garage(s). An analysis will be used following the procedures prescribed in the *CEQR Technical Manual* to determine maximum potential worst-case impacts. Cumulative impacts from on-street sources and emissions from the proposed garage will be calculated, where appropriate. Future CO and PM2.5 pollutant levels will be compared with standards and applicable de minimis criteria.

- The air quality mobile source analysis for the project impacted intersections would initially utilize the CEQR intersection screening criteria for both CO and PM2.5. Detailed analyses would be conducted if any intersections fail the screening analysis.

Stationary Source Analyses

HVAC Analysis

The analysis process would be conducted, in accordance with the *CEQR Technical Manual* procedures, as follows:

- The effects of emissions from stationary sources associated with the Proposed Actions will be addressed. Analyses will be performed using the screening procedures from the *CEQR Technical Manual* to determine whether emissions from any substantial on-site HVAC facilities are significant. Impacts on existing or project sites with sensitive uses, such as residences or community facilities, will be determined as part of this task, and a cumulative analysis will be performed to assess impacts on off-site sensitive receptor location. The analyses of the potential impacts will address the NAAQS, in particular, the 1-hour and annual standards for NO_2, and the 1-hour standard for SO_2 if the use of No.2 fuel oil is assumed, and the 24-hour $PM_{2.5}$ and annual PM2.5 CEQR de minimis criteria. The NY DEC DAR-10 guidance will be followed for the assessments.
- If warranted, analyze the potential combined impacts from clusters of HVAC emissions (i.e., HVAC emissions from buildings resulting from the Proposed Actions of approximately the same height or higher that are located in close proximity to one another) to significantly impact existing land uses and other buildings resulting from the Proposed Actions. Clusters will be selected based on the heights of the buildings that comprise the cluster, proximity of the cluster buildings to each other, and the difference in stack heights no more than 10 to 15 feet with no city street in between.

Industrial Source Analysis

The analysis process would be conducted, in accordance with the *CEQR Technical Manual* procedures, as follows:

- The industrial sources within 400 feet of a proposed development would be identified and assessed. Based on this information, a determination will be made of whether further analysis is necessary. In addition, New York City Department of Environmental Protection (DEP) permit records will be reviewed via CATS to identify permitted facilities within the study area. If permits are identified within the study area, DEP permit records will be requested and reviewed for each potential industrial source block/lot. Permits for emergency generators, gas stations, boilers and small drycleaners will be excluded from further consideration per DEP guidelines. Similarly, sites that are no longer in existence based on the field review will not be considered. Unpermitted sources identified in the field review will be considered for analysis.
- If analysis is necessary, the Table 17-3 in the CEQR Technical Manual Chapter 17 will be used to estimate the short-term and long-term concentrations of Air Toxics at the potential receptor sites. Predicted worst-case impacts on the project will be compared with the short term guideline concentrations (SGC) and annual guideline concentrations (AGC) reported in the DEC's DAR-1 AGC/SGC Tables to determine the potential for significant impacts. In the event that violations of standards are predicted, the AERMOD will be conducted for the detail analysis. A health risk and hazardous index assessment will also be performed to determine any public health impacts from these emissions on future residents as per DEC DAR-1.

TASK 13. GREENHOUSE GAS ANALYSIS (GHG)

As the Proposed Actions would exceed 350,000 sf of development, the analysis of GHG emissions will be included as a separate chapter in the EIS.

- Sources of GHG from the proposed development will be identified. The pollutants for analysis will be discussed, as well as the various city, state, and federal goals, policy, regulations, standards and benchmarks for GHG emissions.
- Fuel consumption will be estimated for the proposed buildings based on the calculations of energy use estimated for the RWCDS in the energy screening analysis conducted as part of the EAS document.
- GHG emissions associated with project-related traffic will be estimated for the Proposed Actions using data from the transportation analysis. A calculation of Vehicle Miles Traveled (VMT) will be prepared.
- The types of construction materials and equipment proposed will be discussed along with opportunities for alternative approaches that may serve to reduce GHG emissions associated with construction.
- A qualitative discussion of stationary and mobile sources of GHG emissions will be provided in conjunction with a discussion of goals for reducing GHG emissions to determine if the project is consistent with GHG reduction goals, including building efficient buildings, use of clean power, transit-oriented development and sustainable transportation, reduction of construction operations emissions, and use of building materials with low carbon intensity.

TASK 14. NOISE

As the Proposed Actions involves residential development in an existing manufacturing zone, noise studies will be completed to determine whether standard window wall attenuation would be sufficient or if portions of the proposed development would require additional noise attenuation that would ensure acceptable indoor noise conditions. In addition, the potential for project-induced traffic to affect sensitive existing and future land uses would be evaluated by estimating future vehicular traffic-induced noise levels and comparing them with traffic noise levels in the No-Action scenario at the sensitive receptor sites most likely to be affected.

No detailed analysis of potential noise impacts due to outdoor mechanical equipment will be performed, as outdoor mechanical equipment would be designed to meet applicable regulations. Moreover, the Project Area is not located in the vicinity of air or rail facilities, and is more than two miles away from the mapped noise contours for LaGuardia airport. The following tasks would be performed in compliance with guidelines contained in the *CEQR Technical Manual*:

- Select appropriate noise descriptors. Appropriate noise descriptors for building attenuation purposes would be selected. Based on CEQR criteria, the noise analysis would examine the L10, and 1-hour equivalent (Leq(1)) noise levels.
- Select receptor locations for building attenuation purposes. Two types of receptor sites would be selected: 1) sites where the Proposed Actions would have the potential for significant noise impacts due to project-generated traffic, and 2) sites where proposed new construction would require specification of window/wall attenuation that would ensure acceptable indoor noise conditions as prescribed in regulations.

- If the current traffic pattern is deemed representative, field noise measurement will be utilized to establish existing noise levels in consultation with DCP. ~~Consequently, if current traffic patterns are deemed not representative, With-Action noise levels from the *Halletts Point FEIS* (CEQR No. 09DCP084Q) will be used for the baseline hourly Leq, L1, L10, L50, and L90 values.~~ The noise PCEs (passenger-car-equivalents) and detailed mobile source analysis will be calculated utilizing data from the transportation analysis (detailed above) ~~as well as traffic data from the *Halletts Point FEIS*~~ to determine existing and future noise levels.
- Following procedures outlined in the *CEQR Technical Manual* for assessing mobile source noise impacts, existing and future No-Action and With-Action noise levels will be estimated at the noise receptor locations based on acoustical fundamentals and mathematical modeling. Noise from the nearby stationary source (i.e., the planned play area on the neighboring, non-applicant-owned Block 907, Lot 8) will be determined using the methodology based on the measurements and procedures outlined in the 1992 School Construction Authority (SCA) Playground Noise Study.[4] The SCA study was performed at eight New York City public schools and categorized playgrounds into early childhood, elementary, intermediate, and high school. Based on noise monitoring results, hourly equivalent (Leq) noise levels were determined for the various types of schools. The measurement results and method from the study have been widely recognized in New York City and used for assessing the effects of playground area noise for preparation of various environmental reviews approved by DCP. All projections will be made with the Leq and L10 noise descriptors.
- Determine the cumulative noise impacts from both future mobile and stationary noise sources by logarithmically adding the projected Leq noise values to yield ~~a~~ total maximum-possible Leq and L10 noise levels. To determine the potential for significant adverse impacts caused by the Proposed Actions, the total With-Action noise levels will be compared to the total No-Action noise levels at each respective receptor location and will be based on the applicable standards and CEQR impact thresholds.
- Determine amount of any building attenuation required for residential and commercial uses as applicable. The level of building attenuation necessary to satisfy CEQR requirements is a function of exterior noise levels and will be determined. Calculated future With-Action noise levels will be compared to appropriate standards and guideline levels. As necessary, recommendations regarding noise attenuation measures needed for the proposed development to achieve compliance with standards and guideline levels will be made.
- Determine whether project-generated traffic would have the potential for causing a significant noise impact. ~~If~~As project-generated traffic would result in a doubling of Noise PCEs, a detailed mobile source noise modeling analysis ~~would be prepared~~will be conducted to determine noise impacts and required levels of building attenuation.

TASK 15. PUBLIC HEALTH

According to the *CEQR Technical Manual*, public health is the organized effort of society to protect and improve the health and well-being of the population through monitoring; assessment and surveillance; health promotion; prevention of disease, injury, disorder, disability and premature death; and reducing inequalities in health status. The goal of CEQR with respect to public health is to determine whether adverse impacts on public health may occur as a result of a proposed project, and if so, to identify measures to mitigate such effects.

[4] Refer to Section 333 of Chapter 19, "Noise," of the *CEQR Technical Manual*.

According to the guidelines of the *CEQR Technical Manual*, a public health assessment may be warranted if an unmitigated significant adverse impact is identified in other CEQR analysis areas, such as air 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.

TASK 16. NEIGHBORHOOD CHARACTER

The character of a neighborhood is established by numerous factors, including land use patterns, the scale of its development, the design of its buildings, the presence of notable landmarks, and a variety of other physical features that include traffic and pedestrian patterns, noise etc. The area surrounding the Project Area is composed of residential development to the south and east, transportation uses and commercial/warehouse uses. Vacant, undeveloped land and parking lots are also prevalent throughout the area.

The Proposed Actions have the potential to alter certain constituent elements of the affected area's neighborhood character, including land use patterns, socioeconomic conditions, traffic and noise levels, and therefore an analysis will be provided in the EIS. As suggested by the *CEQR Technical Manual*, the study area for neighborhood character will be coterminous with the ¼-mile land use study area. The chapter will summarize changes that can be expected in the character of the neighborhood in the future without the Proposed Actions (No-Action condition) as well as describing the Proposed Actions' impacts on neighborhood character. Subtasks will include:

- Describe the predominant factors that contribute to defining the character of the neighborhood, drawing on relevant EIS chapters.
- Summarize changes in the character of the neighborhood that can be expected in the future No-Action condition based on planned development projects, public policy initiatives, and planned public improvements, as applicable.
- Summarize changes in the character of the neighborhood that can be expected in the future With-Action condition, based on the RWCDS, and compare to the future No-Action condition. A qualitative assessment will be presented, which will include a description of the potential effects of the Proposed Actions on neighborhood character.

TASK 17. CONSTRUCTION IMPACTS

Construction impacts, though temporary, can have a disruptive and noticeable effect on the adjacent community, as well as people passing through the area. Construction impacts are usually important when construction activity has the potential to affect traffic conditions, archaeological resources and the integrity of historic resources, community noise patterns, air quality conditions, and mitigation of hazardous materials. For this chapter of the EIS, the construction schedule for the RWCDS will be described, along with a discussion of the likely staging areas, placement of equipment, the temporary loss of traffic lanes, and number of workers. The analysis will be based on the peak construction period of the project. Technical areas to be analyzed include the following:

- Projected Development Sites. This section will assess any physical changes to the Projected Development Sites resulting from the proposed construction. A discussion of construction staging, compliance with building codes and other applicable laws, etc. will be provided.

- Transportation Systems. This assessment will qualitatively consider losses in lanes, sidewalks, and other transportation services on the adjacent streets during the various phases of construction, and identify the increase in vehicle trips from construction workers and equipment. If warranted under CEQR guidelines, a travel demand forecast for the RWCDS construction period will be prepared. If warranted, transportation analyses will be performed consistent with the *CEQR Technical Manual* guidance. If significant adverse impacts are identified, measures to mitigate those impacts will be developed and implemented.
- Air Quality. The construction air quality impact section will contain a qualitative discussion of both on-site air source emissions from construction equipment and worker and delivery vehicles, and fugitive dust emissions. It will discuss measures to reduce impacts. Based on the findings of the qualitative analysis, a quantitative analysis may be necessary and would be included in the EIS if warranted.
- Noise Impacts. The construction noise impact section will contain a qualitative discussion of noise from construction activity. Based on the findings of the qualitative analysis, a quantitative analysis may be necessary and would be included in the EIS if warranted.
- Hazardous Materials. In coordination with the work performed for hazardous materials, above, summarize actions to be taken during project construction to limit exposure of construction workers to potential contaminants.
- As appropriate, the construction assessment will discuss the other areas of environmental concern, including Land Use, Zoning and Public Policy, Socioeconomic Conditions, Community Facilities, Open Space, Historic and Cultural Resources, and Infrastructure, for potential construction-related impacts.

TASK 18. MITIGATION

Where significant adverse impacts have been identified in Tasks 2 through 16, measures to mitigate those impacts will be described. These measures will be developed and coordinated with the responsible City/State agencies as necessary, including the DOE, DOT, and New York City Department of Parks and Recreation (DPR). Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

TASK 19. ALTERNATIVES

The purpose of an alternatives section in an EIS is to examine development options that would tend to reduce project-related impacts. The alternatives will be better defined once the full extent of the Proposed Actions' impacts have been identified. The DEIS will include, at a minimum, a No-Action alternative and a No Impact/No Unmitigated Impact alternative. Additional alternatives may be defined once the full extent of the Proposed Actions' impacts has been identified. The alternatives analysis is qualitative, except where significant adverse impacts of the Proposed Actions have been identified. The level of analysis depends on an assessment of project impacts determined by the analysis connected with the appropriate tasks.

TASK 20. SUMMARY EIS CHAPTERS

In accordance with CEQR guidelines, the EIS will include the following three summary chapters, where appropriate to the Proposed Actions:

- **Unavoidable Adverse Impacts** - which summarizes any significant adverse impacts that are unavoidable if the Proposed Actions are implemented regardless of the mitigation employed (or if mitigation is not feasible).
- **Growth-Inducing Aspects of the Proposed Actions** - which generally refer to "secondary" impacts of the Proposed Actions that trigger further development.
- **Irreversible and Irretrievable Commitments of Resources** - which summarizes the Proposed Actions and the 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 in the long term.

TASK 21. EXECUTIVE SUMMARY

Once the EIS technical sections have been prepared, a concise executive summary will be drafted. The executive summary will use relevant material from the body of the EIS to describe the proposed development, the necessary approvals, study areas, environmental impacts predicted to occur, measures to mitigate those impacts, unmitigated and unavoidable impacts (if any), and alternatives to the Proposed Actions.

Appendix 1

Draft Transportation Planning Factors and Travel Demand Forecast Memorandum

Philip Habib & Associates

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TECHNICAL MEMORANDUM

TO:	New York City Department of City Planning (DCP)
FROM:	Philip Habib & Associates (PHA)
DATE:	July 30, 2021
PROJECT:	Halletts North (CEQR No. 21DCP138Q)
RE:	Transportation Planning Factors (TPF) – Revised

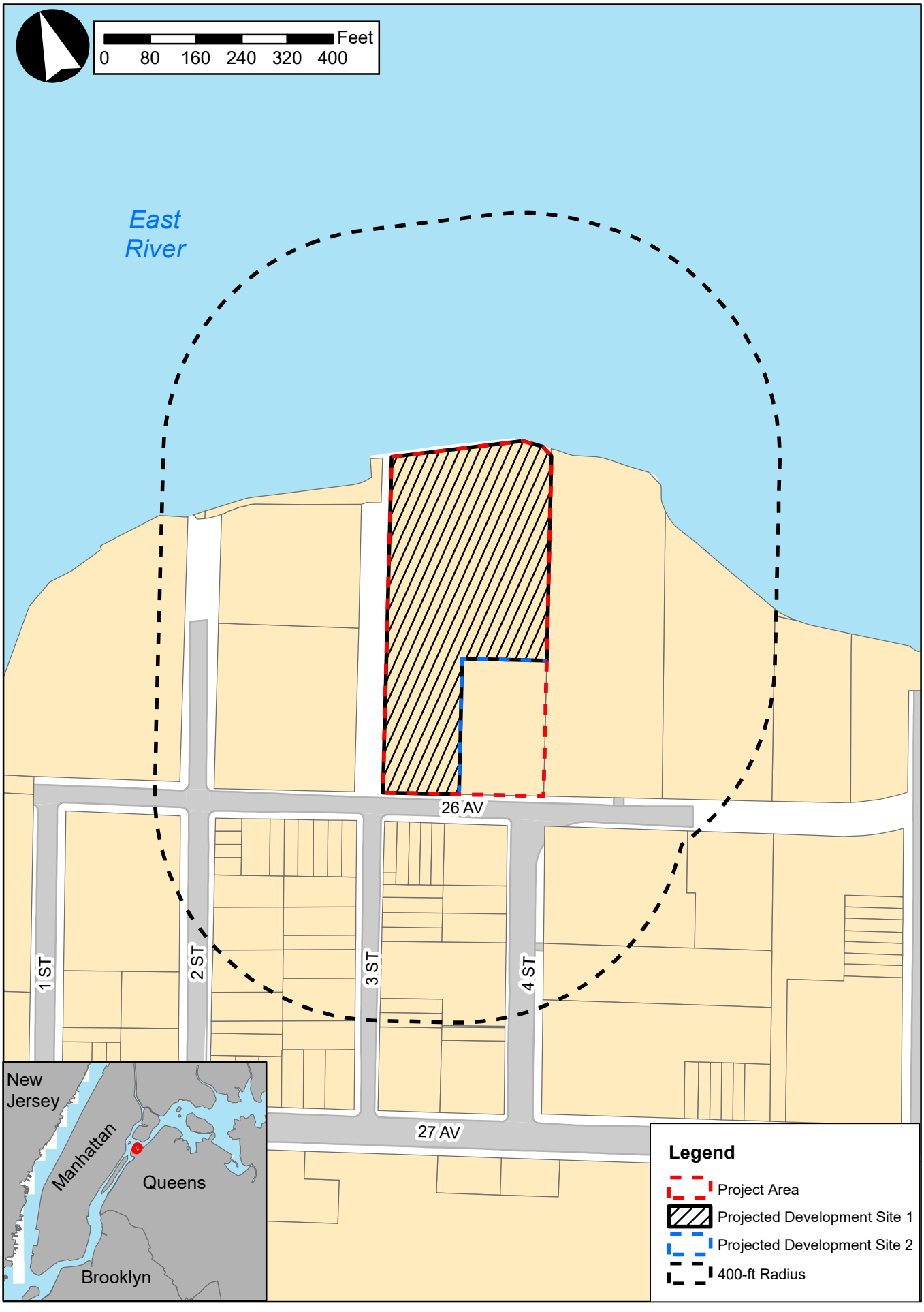
This memorandum summarizes the transportation planning factors to be used for the analyses of traffic, parking, transit and pedestrian conditions for the proposed Halletts North EIS, in the Astoria neighborhood of Queens. Estimates of the Proposed Actions' peak travel demand are provided, along with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

INTRODUCTION

Astoria Owners, LLC (the "Applicant") is requesting several actions to facilitate a new mixed-use, predominantly residential development (the "Proposed Project") at 3-15 26th Avenue (Block 911, Lot 1) in the Astoria neighborhood of Queens Community District 1 (refer to **Figure 1**). These actions include a zoning map amendment, a zoning text amendment, waterfront special permits, authorization to modify waterfront public access area requirements, authorization for waterefront phased development and a Chairperson's waterfront certification (collectively, the "Proposed Actions").

The Proposed Project would consist of a new mixed-use 1,154,987 gross square foot (gsf) development containing 1,400 dwelling units (DUs), of which 350 DUs would be affordable. Additionally, 1,887 gsf of retail space and 22,638 gsf of community facility space would be developed as part of the Proposed Project. As currently envisaged, the Proposed Project would include three towers (22-story, 30-story and 35-story) along the northern waterfront on the Halletts Point peninsula in Astoria, Queens. As a result of the Proposed Project, 3rd Street, which is currently privately owned and mapped but unbuilt street north of 26th Avenue, would be built out as a privately-owned but demapped publicly accessible vehicular street. Approximately 525 accessory parking spaces would be provided as part of the Proposed Project. Additionally, the Proposed Project would also provide 41,363 square feet (sf) of publicly accessible open space along the waterfront that

Figure 1
Project Location



would run the entire northern expance of the Project Area, improving this underutilized site and introducing multi-layered active and passive recreation space.

The Project Area, approximately 199,245 sf, consists the entirety of the previously described, Applicant-controlled Lot 1 ("Projected Development Site 1"), as well as the adjactent Lot 49 ("Projected Development Site 2") which is not under the Applicant's control. Lot 1 is approximately 164,392 sf with approximately 133 feet of frontage along the north side of 26th Avenue and is currently vacant and undeveloped. The approximately 34,853-sf Lot 49 is currently developed with a two-story, 28,750-gsf vacant warehouse building with an approximately 145-foot frontage on 26th Avenue. Both lots are currenty zoned M1-1 and are mapped within a Transit Zone.

THE REASONABLE WORST CASE DEVELOPMENT SCENARIO (RWCDS)

In order to assess the potential effects of the Proposed Actions, a RWCDS for both "future without the Proposed Actions" (No-Action) and "future with the Proposed Actions" (With-Action) conditions has been analyzed for a build year of 2031.

It is assumed that under the No-Action scenario, Projected Development Site 1 would be developed as a warehouse use. The existing M1-1 zoning permits a 1.0 FAR for manufacturing and commercial uses. It is assumed that Projected Development Site 1 would be developed with a 2-story 172,612 gsf warehouse and 82 accessory parking spaces. Under the No-Action condition, it is assumed that the existing vacant warehouse building on Projected Development 2 would be re-occupied with 28,750 gsf of warehouse uses and 14 accessory parking spaces.

Under the With-Action scenario, the Project Area would be developed as proposed and a new approximately 1,154,987 gsf mixed-use development would be built on Lot 1 (Projected Development Site 1). The Proposed Project would result in 1,400 total DUs (1050 of market rate housing, 350 affordable) contained within three towers (22 stories, 30 stories and 35 stories), as well as 1,887 gsf of retail space, 22,638 gsf of community facility space and 41,363 sf of publically accessible waterfront open space. Approximately 525 proposed accessory parking spaces would be contained within the development and would be accessed from 26th Avenue via the existing curb cut. Additional garage access would be provided by the newly built section of 3rd Street, north of 26th Avenue.

Additionally, it is assumed that, in the future with the Proposed Actions, Lot 49 (Projected Development Site 2) would also be redeveloped. The existing two-story warehouse could be demolished and replaced with an approximately 219,296 gsf mixed-use building containing 265 DUs (200 market rate, 65 affordable), approximately 15,000 gsf of commercial retail use and 115 accessory parking spaces.

Table 1 shows the anticipated No-Action and With-Action land uses on the Projected Development Sites under the RWCDS in build year 2031, as well as the comparative incremental difference between the two scenarios. As shown in **Table 1**, compared to the No-Action condition, the Proposed Actions would result in a net incremental increase of 1,665 DUs, 16,887 gsf of local retail space, 22,638 gsf of community facility space and 41,363 sf of publicly accessible, waterfront open space. There would also be a net increase of 544 accessory parking spaces within the Project Area, as well as a 201,362-gsf net decrease of warehouse space.

Table 1: 2031 RWCDS No-Action and With-Action Land Uses for Travel Demand Forecast

Land Use	Lot #	No-Action Condition	With-Action Condition	Net Increment
Residential	Lot 1	0 DUs	1,400 DUs	1,400 DUs
	Lot 49	0 DUs	265 DUs	265 DUs
Total Residential				**1,665 DUs**
Local Retail	Lot 1	0 gsf	1,887 gsf	+ 1,887gsf
	Lot 49	0 gsf	15,000 gsf	+ 15,000 gsf
Total Commercial				**+ 16,887 gsf**
Community Facility	Lot 1	0 gsf	22,638 gsf	+ 22,638 gsf
	Lot 49	0 gsf	0 gsf	0 gsf
Total Community Facility				**+ 22,638 gsf**
Warehouse	Lot 1	172,612 gsf	0 gsf	- 172,612 gsf
	Lot 49	28,750 gsf	0 gsf	- 28,750 gsf
Total Industrial/Warehouse				**- 201,362 gsf**
Accessory Parking Spaces	Lot 1	82	525	+ 443
	Lot 49	14	115	+ 101
Total Parking				**+ 544**

TRANSPORTATION PLANNING FACTORS

Table 2 shows the transportation planning factors used to forecast travel demand for the Proposed Actions in the weekday AM, weekday midday, weekday PM, and Saturday peak hours. These include trip generation rates, temporal distributions, mode share percentages, directional (in and out) splits, and vehicle occupancy rates for the Proposed Actions. Factors are shown for the weekday AM and PM peak hours (typical peak periods for commuter travel demand) and the weekday midday and Saturday peak hours (typical peak periods for retail demand). The proposed public open space is expected to generate minimal numbers of trips independent of other uses to the Project Area, but included as discrete land uses for the purposes of the travel demand forecast.

Community Facility

The forecast of travel demand for community facility (medical office assumed) used a weekday trip generation rate based on the following equation: 141.77 + 66.626 x gsf (in thousands), and a Saturday trip generation rate of 39.0 trips per 1,000 gsf, respectively. Medical office temporal distributions of 11.0 percent, 13.0 percent, 9.0 percent and 17.0 percent were used for the weekday AM, midday, PM and Saturday peak hours, respectively. Modal splits of 62.0 percent, 7.0 percent, 1.0 percent, 6.0 percent, 0.0 percent and 24.0 percent for auto, taxi, subway, bus, ferry and walk/bike/other, respectively. Trip generation, temporal distribution and mode split, as well as directional in/out splits and vehicle occupancy, were provided by the New York City Department of Transportation (NYCDOT). Rates from the *East New York Rezoning FEIS* (2016) were used to estimate truck trip generation and temporal distributions.

Table 2: Transportation Planning Assumptions

Land Use:	Community Facility*	Residential	Local Retail	Warehouse	Open Space
Size/Units:	22,638 gsf	1,665 DUs	16,887 gsf	-201,362 gsf	41,363 gsf
Trip Generation:	(1)	(3)	(3)	(7)(8)	(3)
Weekday	(See note)	8.075	205.0	2.36	44.0
Saturday	39.0	9.6	240.0	0.2	62.0
	per 1,000 gsf	per DU	per 1,000 gsf	per 1,000 gsf	per acre
Temporal Distribution:	(1)	(3)	(3)	(7)	(3)
AM	11.0%	10.0%	3.0%	10.0%	3.0%
MD	13.0%	5.0%	19.0%	9.0%	5.0%
PM	9.0%	11.0%	10.0%	11.0%	6.0%
SAT	17.0%	8.0%	10.0%	33.0%	6.0%
	(1)	(4)	(6)	(10)	(11)
Modal Splits:	All Periods	All Periods	AM/MD/PM SAT	All Periods	All Periods
Auto	62.0%	19.8%	11.0% 8.0%	46.9%	5.0%
Taxi	7.0%	0.7%	0.0% 0.0%	1.5%	5.0%
Subway/Shuttle	1.0%	59.5%	4.0% 7.0%	28.4%	5.0%
Bus	6.0%	6.0%	3.0% 4.0%	5.5%	5.0%
Ferry	0.0%	4.0%	0.0% 0.0%	0.0%	0.0%
Walk/Bike/Other	24.0%	10.0%	82.0% 81.0%	17.7%	80.0%
	100.0%	100.0%	100.0% 100.0%	100.0%	100.0%
	(1)	(5)	(2)	(7)	(11)
In/Out Splits:	In Out	In Out	In Out	In Out	In Out
AM	62.0% 38.0%	24% 76%	50% 50%	77% 23%	50% 50%
MD	47.0% 53.0%	50% 50%	50% 50%	53% 47%	50% 50%
PM	35.0% 65.0%	61% 39%	50% 50%	27% 73%	50% 50%
SAT	49.0% 51.0%	45% 55%	55% 45%	64% 36%	50% 50%
Vehicle Occupancy:	(1)	(4)(2)	(6)	(2)	(11)
	All Periods	All Periods	All Periods	All Periods	All Periods
Auto	1.50	1.08	1.40	1.30	2.00
Taxi	1.50	1.30	1.40	1.30	2.00
Truck Trip Generation:	(2)	(3)	(3)	(7)(8)(9)	(12)
Weekday	0.29	0.06	0.35	0.91	0.02
Saturday	0.29	0.02	0.04	0.08	0.02
	per 1,000 sf	per DU	per 1,000 sf	per 1,000 sf	per acre
Truck Temporal Distribution:	(2)	(3)	(3)	(7)	(12)
AM	3.0%	12.0%	8.0%	9.9%	6.0%
MD	11.0%	9.0%	11.0%	8.0%	6.0%
PM	1.0%	2.0%	2.0%	7.0%	1.0%
SAT	0.0%	9.0%	11.0%	28.0%	6.0%
Truck In/Out Split:	In Out	In Out	In Out	In Out	In Out
AM	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	67.0% 33.0%	50.0% 50.0%
MD	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	57.0% 43.0%	50.0% 50.0%
PM	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	60.0% 40.0%	50.0% 50.0%
SAT	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	42.0% 58.0%	50.0% 50.0%

Notes :

(1) Based on NYCDOT medical office trip generation & mode choice data. Weekday est. daily trip = 141.77 + 66.626 x gross SF (in thousands)

(2) Based on data from *East New York Rezoning FEIS* (2016)

(3) Based on 2020 *City Environmental Quality Review (CEQR) Technical Manual*

(4) 2014-2018 ACS Journey-to-Work data for Queens Census Tracts 83, 87 & 91 adjusted for characteristics of the project

(5) Based on NYCDOT citywide residential survey data

(6) Based on NYCDOT Local Retail Mode Choice Surveys

(7) Based on data from *ITE Trip Generation Manual, 10th Edition,* Land Use Code 150 (Warehousing)

(8) Included 1.51 adjustment factor per NYCDOT Trip Generation Survey

(9) Adjusted per the ratio between weekday and Saturday based on information from the *ITE Generation Handbook, 10th Edition*

(10) Based on 2012-2016 AASHTO CTPP Reverse Journey-to-Work data for Queens Census Tracts 83, 87 & 91

(11) Based on data from the *Domino Sugar Rezoning* (2010)

(12) Based on data from the *Hunter's Point South Rezoning and Related Actions FEIS* (2008)

* Assumes medical office use

Residential

The forecast of travel demand for residential portion of the RWCDS used a weekday trip generation rate of 8.075 person trips per DU, a Saturday trip generation rate of 9.6 person trips per DU and temporal distributions of 10 percent, 5 percent, 11 percent and 8 percent for the weekday AM, midday, PM and Saturday peak hours, respectively, as per the CEQR *Technical Manual*.

The residential vehicle occupancy of 1.08 and modal splits were based on 2014-2018 American Community Survey (ACS) Journey-to-Work data for Queens Census Tracts 83, 87 and 91. It should be noted that, as Tracts 83, 87 and 91 are generally low density and the census data for these tracts do not reflect recent trends towards lower auto ownership in high density residential districts. As such, the residential mode choice has been adjusted to reflect characteristics of high density residential developments in western Queens similar to the Proposed Project. Furthermore, a shuttle to/from the 30th Avenue subway station (N and W trains) is included as part of the Proposed Project and the new Astoria ferry landing is located within walking distance of the Project Area (approximately a quarter mile south). In addition, as part of the Proposed Project, the Applicant is exploring on-site car and bike share options – both of which are expected to reduce auto share. Additionally, all 1,400 proposed DUs would be rental units (which typically have lower auto ownership per household than owner-occupied units) and approximately 25 percent would be affordable. Based on these factors, it is estimated that the mode choice will be 19.8 percent, 0.7 percent, 59.5 percent, 6.0 percent, 4.0 percent and 10.0 percent for autos, taxis, subway, bus, ferry and walk/bike/other, respectively. The in/out split was based NYCDOT citywide residential survey data and the taxi occupancy rate was based on data from the *East New York Rezoning FEIS* (2016). Truck trip generation rates and temporal distribution were also based on CEQR *Technical Manual* guidance.

Local Retail

The forecast of travel demand for the proposed retail use used a weekday trip generation rate of 205 person trips per 1,000 gsf, a Saturday trip generation rate of 240 person trips per 1,000 gsf and temporal distributions of 3 percent, 19 percent, 10 percent and 10 percent for the weekday AM, midday, PM and Saturday peak hours, respectively, as per the *CEQR Technical Manual*. The retail modal splits for the weekday AM, midday and PM peak hours – estimated to be 11.0 percent, 0.0 percent, 4.0 percent, 3.0 percent and 82.0 percent mode shares for private auto, taxi/drop-off, subway, bus and walk-only modes, respectively – were based on local retail data provided by the NYCDOT, as were the Saturday mode splits (8.0 percent, 0.0 percent, 7.0 percent, 4.0 percent and 81.0 percent for the same modes, respectively) and the vehicle occupancy of 1.40 for private autos and taxis. Local retail in/out splits were based on data from the *East New York Rezoning FEIS* (2016). Truck trip generation for the proposed residential use was based on *CEQR Technical Manual* guidance.

Warehouse

As detailed above, under the No-Action scenario, the existing warehouse on Lot 49 (Projected Development Site 2) would be reoccupied with warehouse uses. Additionally, in the future without the Proposed Actions, Lot 1 (Projected Development Site 1) would be redeveloped with an as-of-right warehouse use. **Table 2** details the transportation planning factors for the net decrease in 201,362 gsf of these warehouse uses that

would occur within the Project Area as a result of the Proposed Actions. Per NYCDOT guidance, the *ITE Trip Generation Manual, 10th Edition,* Land Use Code 150 (Warehousing) was used to determine the trip generation rates, temporal distributions, in/out splits, truck trip generation rates and truck temporal distribution tin order to forecast the decrease in warehouse travel demand. Furthermore, the person trip and truck trip generation rates were adjusted based on NYCDOT trip generation survey data. The modal splits was based on 2012-2016 AASHTO CTPP Reverse Journey-to-Work data and the vehicle occupancy rates were based on data from the *East New York Rezoning FEIS* (2016).

Open Space

Based on the CEQR *Technical Manual*, the travel demand forecast for the publically accessible open space to be provided by the Proposed Project used weekday and Saturday trip generation rates of 44 and 62 per acre, respectively, and temporal distributions of 3 percent, 5 percent, 6 percent and 6 percent for the weekday AM, midday, PM and Saturday peak periods, respectively. Modal split, in/out split, and vehicle occupancy were based on data from the *Domino Sugar Rezoning FEIS (2010)*. Truck trip generation rates and temporal distribution were based on the *Hunter's Point South Rezoning and Related Actions FEIS* (2008).

TRIP GENERATION

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 or line, 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 and parking. Based on the planning factors shown in **Table 2**, a travel demand forecast (Level 1 screening) was prepared for the Proposed Actions and is shown in **Tables 3a, 3b** and **4**.

Traffic

Based on *CEQR Technical Manual* guidance, 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 **Tables 3b** and **4**, under the RWCDS, the net number of incremental vehicle trips in the peak hours (361, 259, 375, and 333 trips in the weekday AM, midday, PM and Saturday, respectively) would exceed the 50-trip

Table 3a: Travel Demand Forecast – Person Trips

Land Use:		Community Facility		Residential		Local Retail*		Warehouse		Open Space		Total	
Size/Units:		22,638 gsf		1,665 DUs		16,887 gsf		-201,362 gsf		41,363 gsf			
Peak Hour Person Trips:													
	AM	182		1,346		78		-48		56		1,614	
	MD	216		674		494		-44		92		1,432	
	PM	150		1,480		260		-54		110		1,946	
	SAT	152		1,280		304		-14		154		1,876	
Person Trips:													
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
AM	**Auto**	70	43	64	202	5	4	-18	-5	1	1	122	245
	Taxi	8	5	2	7	0	0	0	0	1	1	11	13
	Subway	1	1	192	611	1	1	-10	-3	1	1	185	611
	Bus	7	4	19	61	1	1	-2	-1	1	1	26	66
	Ferry	0	0	13	41	0	0	0	0	0	0	13	41
	Walk/Other	26	17	32	102	33	32	-7	-2	24	24	108	173
	Total	112	70	322	1,024	40	38	-37	-11	28	28	465	1,149
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
MD	**Auto**	63	72	67	67	27	27	-10	-9	2	2	149	159
	Taxi	7	8	2	2	0	0	0	0	2	2	11	12
	Subway	1	1	202	202	10	10	-8	-6	2	2	207	209
	Bus	6	7	20	20	8	8	-1	-1	2	2	35	36
	Ferry	0	0	13	13	0	0	0	0	0	0	13	13
	Walk/Other	24	27	33	33	203	201	-5	-4	38	38	293	295
	Total	101	115	337	337	248	246	-24	-20	46	46	708	724
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
PM	**Auto**	33	58	178	114	15	15	-7	-19	3	3	222	171
	Taxi	4	7	7	5	0	0	0	-1	3	3	14	14
	Subway	1	1	537	344	6	6	-4	-11	3	3	543	343
	Bus	3	6	54	34	3	3	-1	-2	3	3	62	44
	Ferry	0	0	36	23	0	0	0	0	0	0	36	23
	Walk/Other	13	24	90	58	105	107	-2	-7	43	43	249	225
	Total	54	96	902	578	129	131	-14	-40	55	55	1,126	820
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
SAT	**Auto**	47	47	114	139	18	15	-6	-2	4	4	177	203
	Taxi	5	5	5	5	0	0	0	0	4	4	14	14
	Subway	1	1	343	420	7	6	-3	-1	4	4	352	430
	Bus	4	5	34	42	5	4	0	0	4	4	47	55
	Ferry	0	0	23	28	0	0	0	0	0	0	23	28
	Walk/Other	18	19	57	70	136	113	-1	-1	61	61	271	262
	Total	75	77	576	704	166	138	-10	-4	77	77	884	992

*assumes 25% linked trip credit for local retail

Table 3b: Travel Demand Forecast – Vehicle Trips

Vehicle Trips :													
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
AM	**Auto (Total)**	47	29	59	187	4	3	-14	-4	0	0	96	215
	Taxi	5	3	2	6	0	0	0	0	0	0	7	9
	Taxi Balanced	7	7	8	8	0	0	0	0	0	0	15	15
	Shuttle	0	0	13	13	0	0	0	0	0	0	13	13
	Truck	0	0	6	6	0	0	-12	-6	0	0	-6	0
	Total	54	36	73	201	4	3	-26	-10	0	0	118	243
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
MD	**Auto (Total)**	42	48	62	62	19	19	-8	-7	0	0	115	122
	Taxi	5	5	2	2	0	0	0	0	0	0	7	7
	Taxi Balanced	9	9	4	4	0	0	0	0	0	0	13	13
	Shuttle	0	0	0	0	0	0	0	0	0	0	0	0
	Truck	0	0	5	5	0	0	-8	-6	0	0	-3	-1
	Total	51	57	71	71	19	19	-16	-13	0	0	125	134
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
PM	**Auto (Total)**	22	39	165	106	10	10	-6	-14	0	0	191	141
	Taxi	3	5	6	4	0	0	0	-1	0	0	9	8
	Taxi Balanced	7	7	9	9	0	0	0	0	0	0	16	16
	Shuttle	0	0	11	11	0	0	0	0	0	0	11	11
	Truck	0	0	1	1	0	0	-8	-5	0	0	-7	-4
	Total	29	46	175	116	10	10	-14	-19	0	0	211	164
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
SAT	**Auto (Total)**	31	31	106	128	12	10	-5	-2	0	0	144	167
	Taxi	3	3	4	4	0	0	0	0	0	0	7	7
	Taxi Balanced	5	5	7	7	0	0	0	0	0	0	12	12
	Shuttle	0	0	0	0	0	0	0	0	0	0	0	0
	Truck	0	0	1	1	0	0	-2	-2	0	0	-1	-1
	Total	36	36	114	136	12	10	-7	-4	0	0	155	178

*assumes 25% linked trip credit for local retail

Table 4: Travel Demand Forecast Summary

Peak Hour	Net Vehicle[1]			Person Trips														
				Total Subway			Total Bus			Net Ferry			Net Walk			Total Pedestrian Trips[2]		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
AM	118	243	361	185	611	796	26	66	92	13	41	54	108	173	281	219	532	751
MD	125	134	259	207	209	416	35	36	71	13	13	26	293	295	588	548	553	1,101
PM	211	164	375	543	343	886	62	44	106	36	23	59	249	225	474	574	433	1,007
SAT	155	178	333	352	430	782	47	55	102	23	28	51	271	262	533	693	775	1,468

[1] Includes Auto, Taxi and Truck trips for all peak hours and Shuttle trips in the Am and PM

[2] Includes all Walk-Only, Site 1 subway trips (MD & Saturday), Site 2 subway trips, and trips en route to/from nearby bus stops/ ferry landing

threshold in each period. As such, a Level 2 screening analysis is therefore warranted for the weekday AM, midday, PM and Saturday periods to determine which intersections would require quantified analysis.

Transit

According to the general thresholds used by the Metropolitan Transportation Authority (MTA) specified in the *CEQR Technical Manual*, detailed transit analyses are generally not required if a project would result in fewer than 200 peak hour subway/rail or bus transit riders. If a proposed project would result in 50 or more bus passengers assigned to a single bus route (in one direction), or 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. As shown in **Tables 3a** and **4**, the Proposed Actions would generate a net total of 796, 416, 886 and 782 subway trips during the weekday AM, midday, PM and the Saturday peak hours, respectively. Total bus-person trips would increase by 92, 71, 106 and 102 in the weekday AM, midday, PM and Saturday peak hours, respectively. As the *CEQR Technical Manual* thresholds for bus and subway analyses would be exceeded in all peak hours, Level 2 bus and subway analyses are warranted.

It should be noted that, the Proposed Actions would generate a nominal number of trips by commuter rail in each peak hour. As the closest railroad station is over 2.5 miles from the Project Area, it is anticipated that commuter rail trips would start or end their journey via another mode of travel and are therefore reflected in the above described subway trips for the purpose of this analysis. Additionally, as shown in **Table 4**, the Proposed Actions would generate 54, 26, 59 and 51 total ferry trips (in/out combined) in the weekday AM, midday, PM and Saturday peak periods, respectively.

Pedestrians

According to *CEQR Technical Manual* guidance, 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). Walk-only trips would increase by 281, 588, 474 and 533 trips during the weekday AM, midday, PM and Saturday peak hours, respectively. As shown in **Table 4**, the Proposed Actions' RWCDS would generate an incremental demand of approximately 751 total pedestrian trips in the weekday AM peak hour and 1,101, 1,007 and 1,468 total pedestrian trips in the weekday midday, PM and Saturday peak hours, respectively. These totals include all walk-only trips, Projected Development Site 2 pedestrians en route to and from nearest subway, Projected Development Site 1 pedestrians en route to and from nearest subway during the non-commuter peak hours, and all pedestrians en route to and from nearby bus stops or ferry landings. As the number of trips in the weekday AM, midday, PM and Saturday peak hours would exceed the 200-trip threshold, a Level 2 screening analysis is warranted to determine which, if any, pedestrian elements would require quantified analysis for these periods.

Level 2 Screening Assessment

As discussed above, when Level 1 screening analysis thresholds are exceeded, detailed trip assignments (a Level 2 assessment) are 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 and parking.

Traffic

Project Area Street Network

The street network in the vicinity of the Project Area is an irregular and discontinuous grid system of one-way and two-way streets and avenues along the western edge of Queens. Principal arterials within and in the immediate vicinity of the Project Area include directionally east-west 27th Avenue/Astoria Boulevard, 30th Avenue and Hoyt Avenue and the north-south Vernon Boulevard and 21st Street. The Project Area is also served by the Grand Central Parkway and Interstate 278 to the east. 27th Avenue would be the main distribution roadway from the Project Area to the external network.

It should be noted that street network changes proposed in association with the Astoria Cove Development (located directly to the east of the Project Area) and the Hallett's Point Rezoning are assumed to be implemented by the 2031 build year regardless of the Proposed Actions. As stated in the 2014 *Astoria Cove Development FEIS*, portions of the unbuilt segment of 8th Street south of 26th Avenue would be demapped and built out and converted to pedestrian public access (the "8th Street Mews") and portions of the unimproved segment of 26th Avenue east of 4th Street would be built out, connecting to 9th Street. The Astoria Cove development will also include extending 4th Street north of 26th Avenue to allow for pedestrian and vehicular access. The extension of 4th Street would connect to the proposed vehicular right-of-way within the Astoria Cove waterfront public access area, allowing uninterrupted pedestrian and vehicular traffic flow more in keeping with the surrounding Astoria street grid. Furthermore, the *Astoria Cove FEIS* proposes an all-way stop control at the intersection of 26th Avenue and 4th Street and a two-way stop control at the intersection of 26th Avenue and 9th Street. 9th Street would be converted as southbound one-way as a mitigation measure. The extension of 4th Street, the extension of 26th Avenue, the creation of the vehicular right-of-way, and the demapping of 8th Street are planned to be completed by the 2031 build year. As stated in the 2013 Halletts Point Rezoning FEIS, a segment of 27th Avenue (west of 1st Street) would be demapped and transformed into a pedestrian waterfront access corridor. Similarly, the segment of 26th Avenue west of 1st Street would also be demapped and transformed into a pedestrian waterfront access corridor. The rezoning would also connect the street segments between existing mapped portions of Astoria Boulevard (between 1st and 8th Streets). The rezoning also proposed that 26th Avenue would become one-way eastbound between 1st and 2nd Streets, 1st Street would also become one-way northbound, and 2nd Street would become one-way southbound. As part of mitigation, the Halletts development would signalize several

intersections, including 27th Avenue and 4th Street. These improvements are planned to be implement by 2031.

Traffic Assignment and Analyzed Intersections

As shown in **Table 4** and discussed above, the Proposed Actions' RWCDS is expected to result in net incremental increases of approximately 361, 259, 375, and 333 vehicle trips in the weekday AM, midday, PM, and Saturday peak hours, respectively. As the traffic volumes would exceed 50 trips in the weekday AM, midday, PM and Saturday peak hours (the *CEQR Technical Manual* Level 1 screening threshold for a detailed analysis), a preliminary assignment of net increment traffic volumes was prepared for these periods 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 are based on the anticipated origins and destinations of vehicle trips associated with the different land uses projected under the RWCDS (i.e., residential, local retail and community facility), as well as the decreasing manufacturing/industrial uses. The origins/destinations of residential trips used for the assignments are based upon 2014-2018 ACS journey-to-work data, while the origins/destinations of local retail and community facility staff trips were based on population density within a quarter-mile radius and a two-mile radius of the Project Area, respectively. Origins/destinations for manufacturing/distribution center trips were based on 2012-2016 ACS reverse journey-to-work data utilizing AASHTO CTPP. Using these distributions, auto and taxi trips were first assigned to various portals on the periphery of the Astoria neighborhood, and from there, followed the most direct route to the Project Area. As the Proposed Actions' RWCDS includes on-site accessory parking, auto trips were assigned directly to the applicable proposed site entrances. Although some drivers may park at off-site public parking facilities, assigning all trips to the Project Area is 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 for Residential and Manufacturing Uses

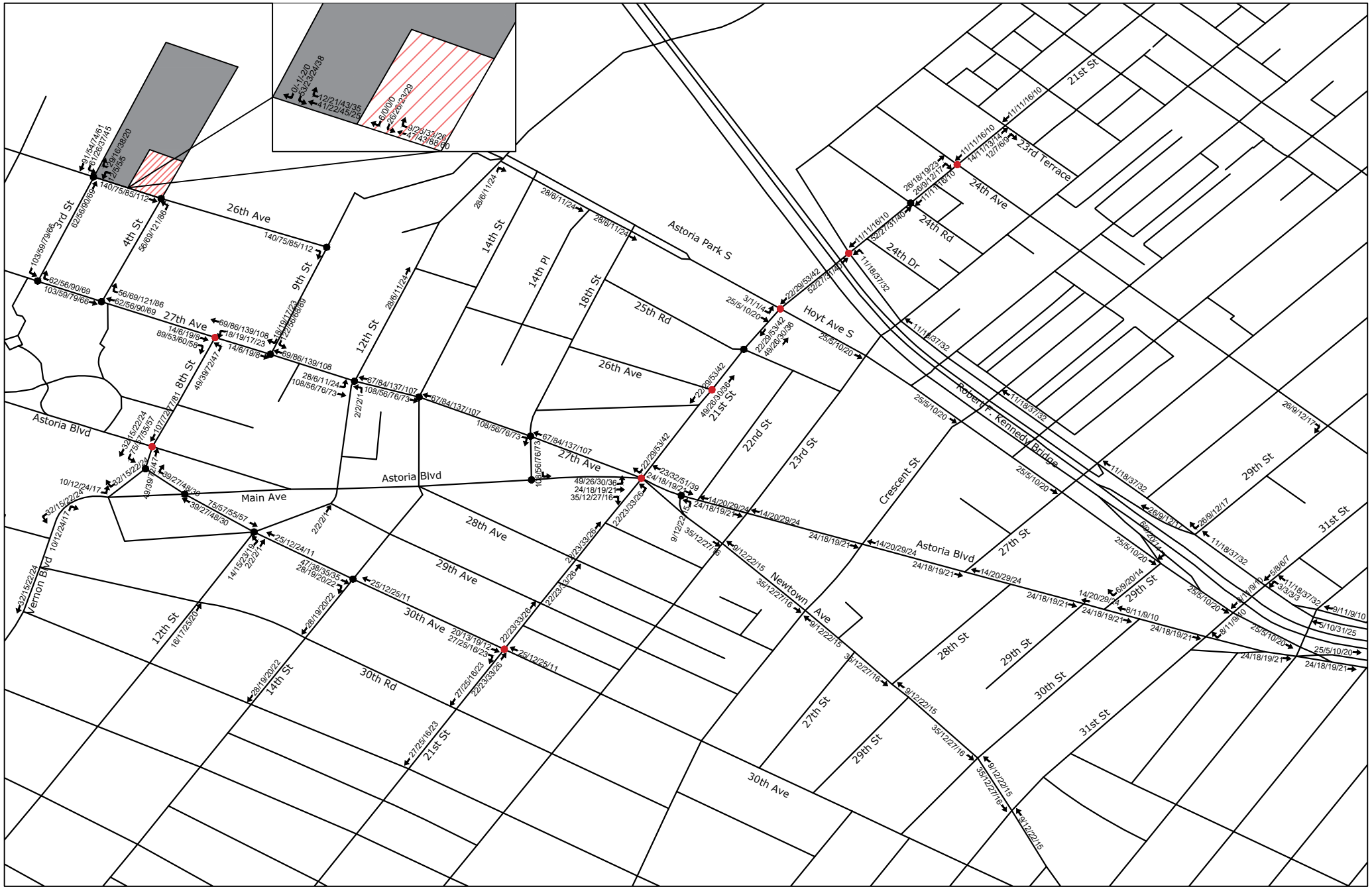
Land Use	Bronx	Brooklyn	Manhattan	Queens				Staten Island	Long Island	New Jersey	Upstate/ Connecticut
				East	North	South	Southwest				
Residential	3%	9%	10%	30%	2%	9%	8%	0%	22%	4%	3%
Manufacturing	2%	3%	0%	55%	3%	6%	0%	2%	25%	2%	2%

TABLE 6: Directional Distributions of Auto/Taxi Trips for Local Retail and Community Facility Uses

Land Use	East	North	West	South
Local Retail	36%	21%	17%	26%
Community Facility	55%	20%	5%	20%

The assignment of the Proposed Actions' net incremental peak hour vehicle trips at intersections in proximity to the Project Area is shown in **Figure 2**. Based on these preliminary assignments, a total of 26 key intersections (8 signalized and 18 unsignalized) would exceed the 50-vehicle threshold in any one peak hour and, therefore, were selected for detailed analysis. It should be noted that although not all 26 intersections

Incremental Vehicle Assignment & Analysis Locations



← 4/1/4/4 - AM/MD/PM/SAT Vehicular Volumes

● Existing Signalized Analysis Intersection

● Existing Unsignalized Analysis Intersection

Projected Development Site 1

Projected Development Site 2

would exceed the 50-vehicle threshold during each of thel four peak periods, all 25 locations will be analyzed for all peak periods to provide a more conservative analysis.

As shown in **Figure 2**, the 26 key intersections selected for analysis include:

Signalized

1. 24th Avenue and 21st Street
2. 26th Avenue and 21st Street
3. 27th Avenue and 8th Street
4. 27th Avenue/Astoria Boulevard and 21st Street
5. Astoria Boulevard and 8th Street
6. 30th Avenue and 21st Street
7. Hoyt Avenue South and 21st Street
8. Hoyt Avenue North and 21st Street

Unsignalized

1. 26th Avenue and 3rd Street
2. 26th Avenue and Site Driveway
3. 26th Avenue and 4th Street
4. 26th Avenue and 9th Street
5. 27th Avenue and 3rd Street
6. 27th Avenue and 4th Street
7. 27th Avenue and 9th Street
8. 27th Avenue and 12th Street
9. 27th Avenue and 14th Street
10. 27th Avenue and 18th Street
11. Astoria Boulevard and 18th Street
12. Astoria Boulevard and Newtown Avenue
13. 30th Avenue and 8th Street
14. 30th Avenue and 12th Street
15. 30th Avenue and 14th Street
16. 30th Avenue and Main Avenue
17. 24th Road and 21st Street
18. 25th Road and 21st Street

Due to the Covid-19 pandemic and the resulting closure of schools and many businesses, it was not possible to collect accurate traffic count data in the area surrounding the Project Area until recently. As such, PHA has proposed utilizing secondary sources such as NYCDOT's TIMS database, as well as data collected for projects within the vicinity of the Project Area whose study areas and analysis locations overlap with those in this analysis. An initial data collection proposal was sent to NYCDOT for review in 2020 and was supplemented by an additional, more detailed memo sent in April 2021. The April memo identified preliminary analysis locations for data collection. While, as noted above, a total of 26 locations have since been identified for

detailed analysis, the data collection methodology detailed in the memos remains applicable with one addition. Per DOT guidance, data will be re-collected at several of the locations identified above (as control intersections) in order to validate the assumptions.

Transit

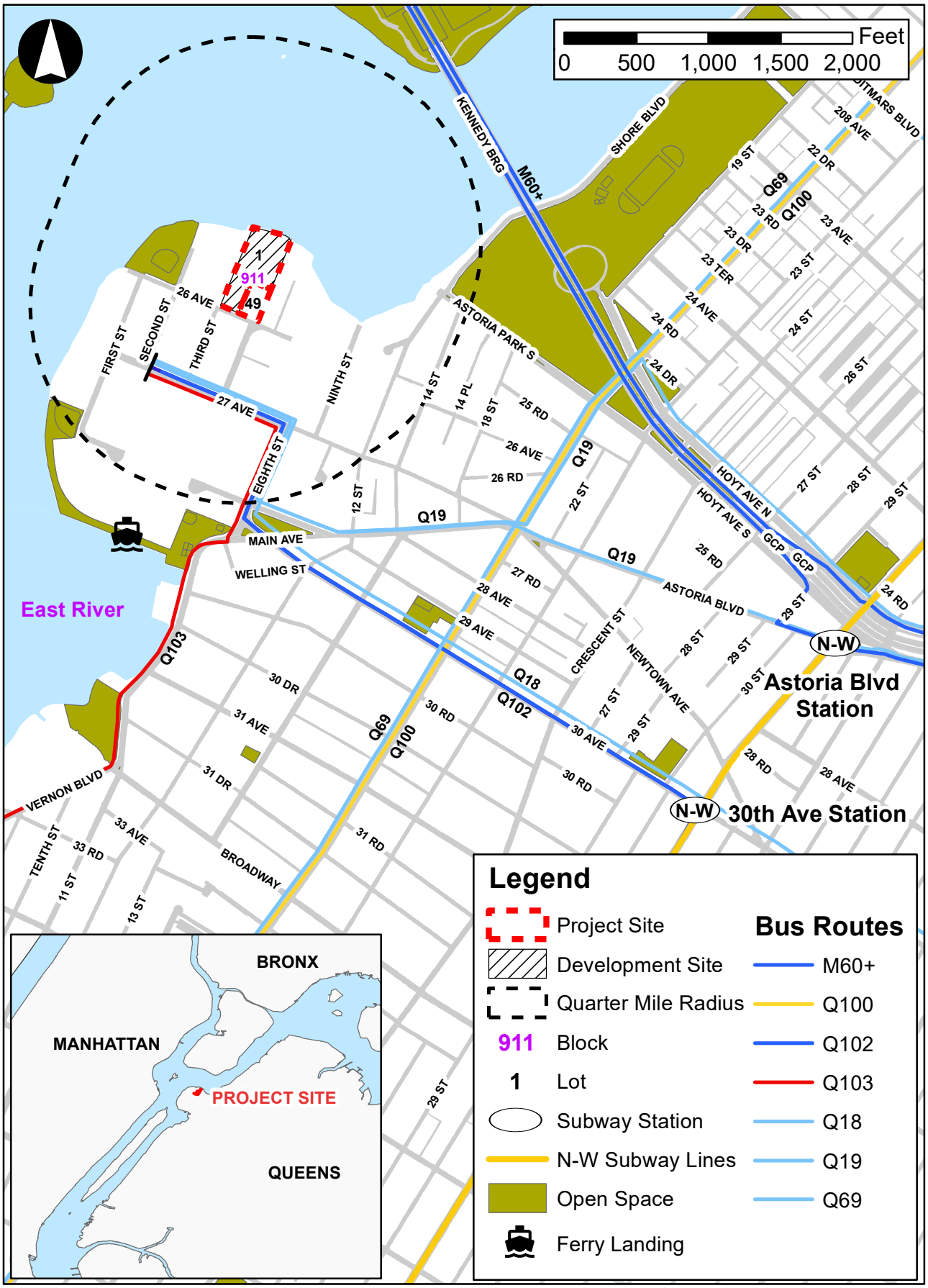
Transit (subway, bus and commuter rail) analyses typically examine conditions during the weekday AM and PM commuter peak periods, as it is during these times that overall transit demand (and the potential for significant adverse impacts) is generally greatest. These peak hours will be confirmed based on subway station counts and other data that will be collected for the analysis of subway conditions.

Subway Service

A total of three NYCT subway stations, located in proximity to the Project Area, are expected to be used by project-generated demand. Two of these stations, the 30th Avenue Station and the Astoria Boulevard Station, are located approximately a mile away (shown in **Figure 3)** from the Project Area and are served by N and W trains. The third station, 21st Street Queensbridge, is located approximately 1.6 miles from the Project Area (accessible via the Q103 bus) and is served by the F train. As shown in **Table 4**, the Proposed Actions would generate a net total of 796, 416, 886 and 782 total subway trips during the weekday AM, midday, PM and Saturday peak hours, respectively. Per NYCT direction, these incremental trips were assigned 70% to 30th Avenue, 15% to Astoria Boulevard, and 15% to 21st Street Queensbridge. The 30th Avenue station, served by the N and W trains on the BMT Broadway Line, would be the closest facility to the Project Area and would be the assumed destination for the majority of the subway and shuttle trips during the commuter peak hours. Therefore, as 30th Avenue would likely exceed the CEQR thresholds, analysis of the 30th Avenue station would be warranted. It should be noted that because of the distance between the Project Area and this station, a shuttle service, which is discussed in detail below, is planned between the 30th Avenue Station and the Project Area. Although residential subway trips to/from Projected Development Site 1 (about 80% all subway demand) could utilize the 30th Avenue Station via the shuttle service during the AM and PM peak hours, 70% of all subways trips are assumed would utilize the 30th Avenue station while 15% would use the Astoria Boulevard and the remaining 15% would use 21st Street Queensbridge station via the local MTA buses stations.

In accordance with the general thresholds used by the MTA specified in the *CEQR Technical Manual*, detailed transit analyses are required if the Proposed Actions are projected to result in more than 200 peak hour transit riders. The Proposed Actions would exceed the CEQR threshold at the 30th Avenue Station during the peak weekday AM and PM commuter periods. Although the Proposed Actions are projected to result in more than 200 peak hour subway trips in the weekday midday and Saturday peak periods, these trips would be off-peak when the subway system typically has ample capacity. As such, these off-peak periods are not analyzed in this EIS, as no impacts are expected to exceed those which might occur in the weekday AM and PM periods. As shown in **Table 11-7**, the 30th Avenue subway station, with an expected increase of 557 AM and 620 PM peak hour trips, would exceed the CEQR Technical Manual analysis threshold of 200 new trips in any one peak hour. Therefore, the EIS will provide a detailed subway transit analysis for the 30th Avenue station in the weekday AM and PM peak hours only. This analysis will focus on the key stairways (e.g., street

Figure 3
Transit Map



stairs and fare arrays) and entrance control areas of the station. Key circulation elements at this station, including the northwest, southwest and southeast stairs, all platform stairs, and fare array, that are expected to be used by concentrations of new demand from the Proposed Actions will be analyzed. In addition to the detailed analysis of station elements at the 30th Avenue Station, an analysis of weekday AM and PM line haul conditions on the BMT Broadway Line N and W trains will also be provided.

TABLE 7: Peak Hour Subway Assignments by Station

Subway Station	AM Peak Hour Trips			PM Peak Hour Trips		
	Into Project	Out Of Project	Total	Into Project	Out Of Project	Total
Project Summary						
Peak Hour Project Increment Trips	465	1,149	1,614	1,126	820	1,946
Peak Hour Project Increment Subway Trips	185	611	796	543	343	886
Subway Station Summary						
30th Avenue	129	428	557	380	240	620
Astoria Boulevard	28	91	119	82	52	134
21st Street Queensbridge	28	92	120	81	51	132

Shuttle Service

As mentioned above, because of the distance from the Project Area to the subway, it is anticipated that a shuttle service would be implemented by the Applicant for residents of the Proposed Project. The Applicant would commit to the provision of the shuttle service through the Restrictive Declaration. It is anticipated that the shuttle service would carry a maximum of approximately 40 passengers per bus and would operate between the Project Area and the 30th Avenue N/W subway station during the AM and PM weekday peak periods. Based on the subway demand generated by the Proposed Project, it is anticipated that three 40-passenger buses would be used for the shuttle service. It is estimated that the shuttle buses would make 13 roundtrips per hour during the AM peak hour and 11 roundtrips per hour during the PM peak hour, dictated by the peak subway demand from the residential building on Projected Development Site 1 during those periods. The planned shuttle bus stop at the Project Area would be located at the dead-end turnaround, on the 3rd Street frontage. The drop-off/pick-up location at the subway is proposed along the north side of 30th Avenue at 31st Street at an existing NYCT bus stop. Because of the activity at this Q18/Q102 westbound bus stop, it is assumed that the existing bus stop would be lengthened west to accommodate the shuttle bus, potentially with a second berth for the shuttle bus. **Figure 4** illustrates a preliminary shuttle bus route to and from the Project Area.

Bus Service

As shown in **Figure 3**, a total of four local bus routes operated by MTA Bus Company – including the Q18, Q19, Q102, and Q103 – which provide service within one quarter-mile of the Project Area. Additionally, all four routes terminate/begin approximately one block south of the Project Area, both the Q18 and Q102

routes service the 30th Avenue subway station, the Q19 route services the Astoria Boulevard station, and the Q103 route services 21st Street Queensbridge station.

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. Based on the travel demand forecast provided in **Table 4** above, peak hour bus trips would increase by a net total of 92 and 106 during the weekday AM and PM commuter peak periods, respectively. Additional trips are expected to use nearby local bus routes to the nearest subway stations (subway-to-bus trips). **Table 8** shows the incremental trips generated by the projected development sites expected to utilize NYCT/MTA bus routes during the weekday AM and PM commuter peak periods. These incremental trips, including bus trips and subway trips expected to utilize proximate bus line to the nearest subway station, are distributed between the Q18, Q19, Q102, and Q103 MTA bus routes. As shown in **Table 8**, three routes are expected to experience 50 or more new trips in one or both peak hours and are therefore analyzed in the EIS – the Q18, Q19, and Q103 operated by MTA.

TABLE 8: Project Generated Bus Trips by Route

Line	Direction	AM					PM				
		Bus		Subway-to-bus		Total	Bus		Subway-to-bus		Total
		In	Out	In	Out		In	Out	In	Out	
Q18	EB	0	35	0	34	***69***	0	23	0	19	42
	WB	14	0	8	0	22	33	0	32	0	***65***
Q19	EB	0	13	0	91	***104***	0	9	0	52	***61***
	WB	5	0	28	0	33	12	0	82	0	***94***
Q102	NB	4	0	8	0	12	10	0	32	0	42
	SB	0	11	0	35	46	0	7	0	19	26
Q103	NB	3	0	28	0	31	7	0	81	0	***88***
	SB	0	7	0	92	***99***	0	5	0	51	***56***
Total		26	66	72	252	416	62	44	227	141	474

Note: ***Bold*** denotes greater than 50 incremental trips per direction

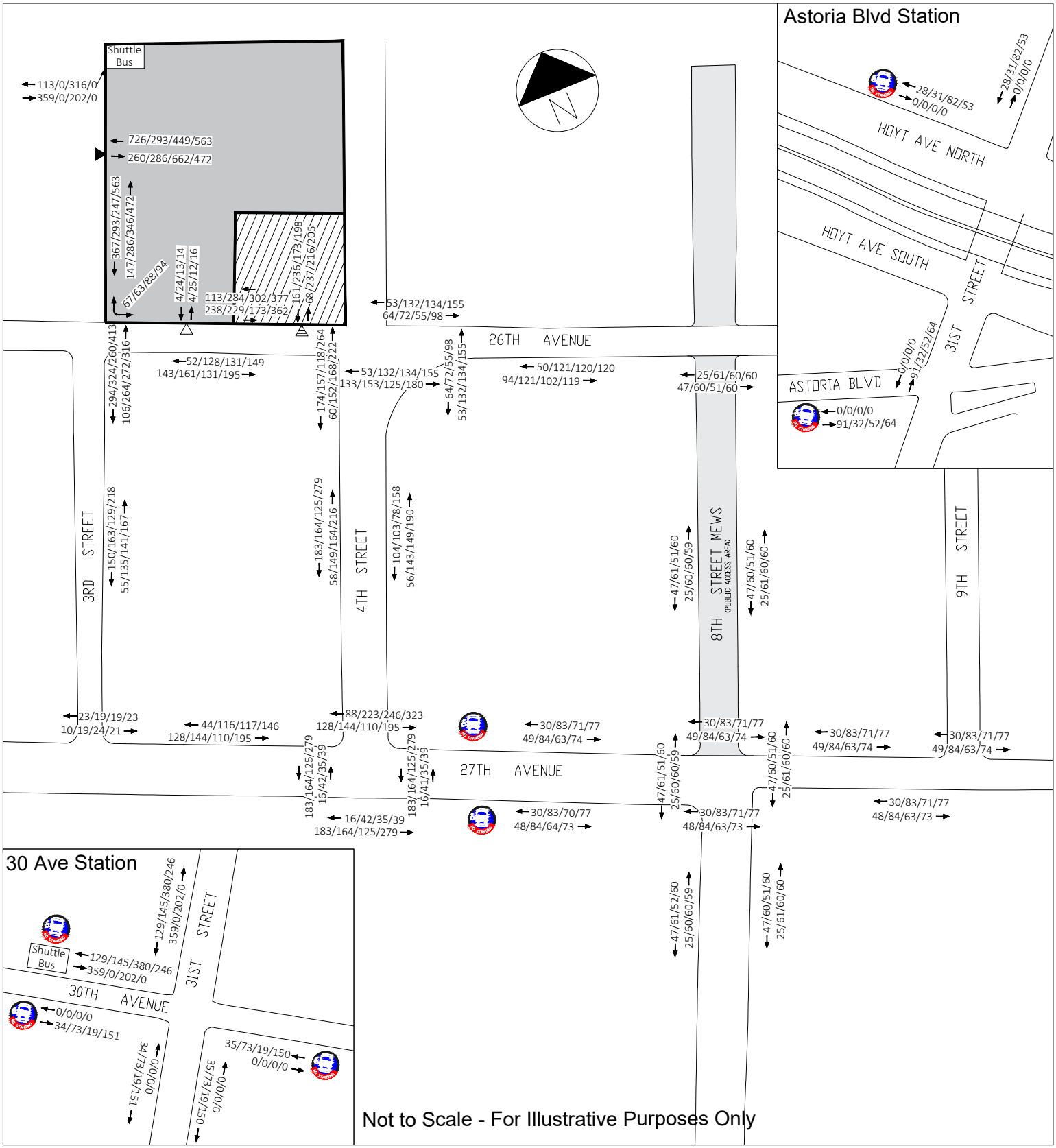
Pedestrians

According to the *CEQR Technical Manual*, projected pedestrian volume increases of more than 200 pedestrians per hour at any pedestrian element (sidewalk, corner or crosswalk) would require further analysis since that level of increase would generally be noticeable or would typically cause a significant impact. As shown in **Figure 5**, there would likely be substantial pedestrian trips along 26th and 27th Avenues, as well as along 3rd, 4th, and 8th Streets, street adjacent or near to the Project Area. Therefore, as shown in **Figure 6**, the pedestrian analysis will focus on the following pedestrian elements:

Sidewalk

1. Third Street between 26th Avenue and the waterfront *(east sidewalk)*
2. 26th Avenue between Third and Fourth Streets *(north sidewalk)*
3. 26th Avenue between Third and Fourth Streets *(south sidewalk)*
4. 26th Avenue between Fourth and Eighth Streets *(south sidewalk)*
5. Third Street between 27th and 26th Avenues (east sidewalk)

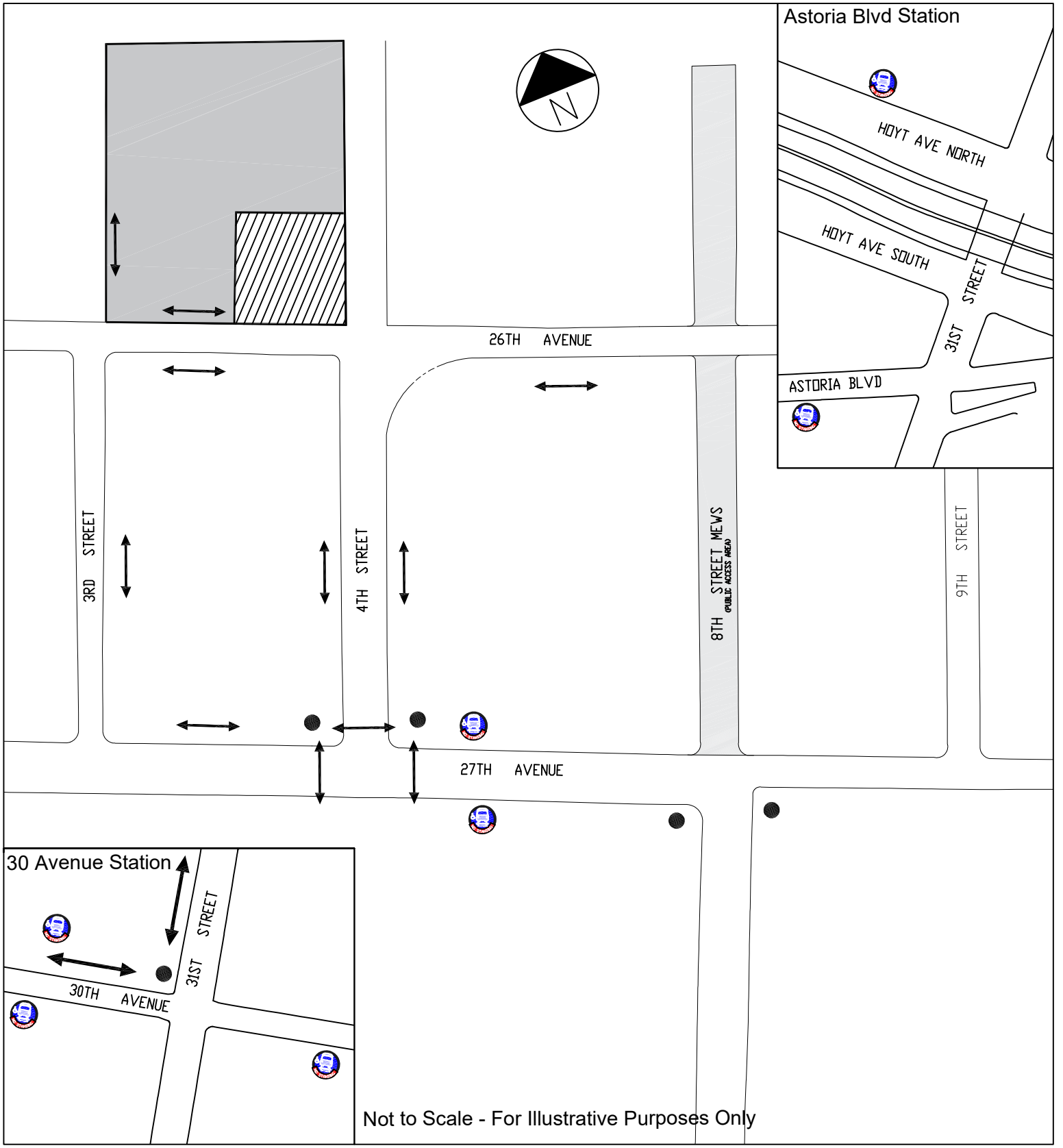
Pedestrian Assignment



Legend

- Projected Development Site 1
- Projected Development Site 2
- 4/1/4/4 - AM/MD/PM/SAT Pedestrian Volumes
- MTA Bus Stop
- Site 1 Retail Entrance
- Site 1 Residential Entrance
- Site 2 Entrance

Pedestrian Analysis Locations



Legend

- Projected Development Site 1
- Projected Development Site 2
- Pedestrian Analysis - Sidewalk
- Pedestrian Analysis - Corner
- MTA Bus Stop

6. Fourth Street between 27th and 26th Avenues (west sidewalk)
7. Fourth Street between 27th and 26th Avenues (east sidewalk
8. 27th Avenue between Third and Fourth Streets (north sidewalk)
9. 30th Avenue between 30th and 31st Streets (north sidewalk)
10. 31st Street between 30th and Newtown Avenues (west sidewalk)

Corner

1. Fourth Street and 27th Avenue (northeast corner)
2. Fourth Street and 27th Avenue (northwest corner)
3. Eighth Street and 27th Avenue (southeast corner)
4. Eighth Street and 27th Avenue (southwest corner)
5. 31st Street and 30th Avenue (northwest corner)

Crosswalk

1. Fourth Street and 27th Avenue (north crosswalk)
2. Fourth Street and 27th Avenue (east crosswalk)
3. Fourth Street and 27th Avenue (west crosswalk)

In addition, as the Proposed Project includes a shuttle service to the 30th Avenue subway station with a drop-off/pick-up location proposed along the north side of 30th Avenue at 31st Street, the pedestrians elements adjacent to this station that are expected to be concentrated by pedestrian trips generated by the Proposed Actions are also included for analysis for the weekday AM, weekday midday, weekday PM and Saturday peak periods.

Parking Demand

Parking demand from commercial (non-restaurant) and community facility uses typically peaks in the midday period and declines during the afternoon and evening. By contrast, residential demand typically peaks in the overnight period. A parking demand forecast (see **Tables 9 and 10**) was prepared to determine if the proposed 525 spaces of on-site accessory parking on Projected Development Site 1 would be sufficient to accommodate all of the projected demand under the Proposed Actions' RWCDS. In addition, a parking demand forecast (see **Tables 11 and 12**) was prepared to determine if the proposed 115 spaces of on-site accessory parking on Projected Development Site 2 would be sufficient to accommodate all of the projected demand under the Proposed Actions' RWCDS.

Table 9: With-Action Weekday Parking Accumulation Forecast – Projected Development Site 1

With-Action												
	Local Retail*			Residential **			Community Facility			Total Parking Accumulation		
Time	In	Out	Accu.	In	Out	Accu.	In	Out	Accu.	In	Out	Accu.
12-1 AM	0	0	0	4	4	588	0	0	0	4	4	**588**
1-2	0	0	0	4	4	588	0	0	0	4	4	**588**
2-3	0	0	0	4	4	588	0	0	0	4	4	**588**
3-4	0	0	0	4	4	588	0	0	0	4	4	**588**
4-5	0	0	0	4	4	588	0	0	0	4	4	**588**
5-6	0	0	0	7	21	574	0	0	0	7	21	574
6-7	0	0	0	18	62	530	0	0	0	18	62	530
7-8	0	0	0	23	63	490	0	0	0	23	63	490
8-9	1	1	0	50	158	382	47	29	18	98	188	400
9-10	0	0	0	37	57	362	41	20	39	78	77	401
10-11	1	0	1	37	65	334	35	27	47	73	92	382
11-12	2	2	1	39	55	318	35	40	42	76	97	361
12-1 PM	2	2	1	52	52	318	42	47	37	96	101	356
1-2	1	1	1	53	54	317	21	20	38	75	75	356
2-3	1	1	1	55	53	319	28	33	33	84	87	353
3-4	1	1	1	79	48	350	30	25	38	110	74	389
4-5	1	1	1	134	78	406	36	39	35	171	118	442
5-6	1	1	1	139	89	456	22	38	19	162	128	476
6-7	1	1	1	105	52	509	5	24	0	111	77	510
7-8	1	1	1	94	42	561	0	0	0	95	43	562
8-9	0	1	0	56	32	585	0	0	0	56	33	585
9-10	0	0	0	20	21	584	0	0	0	20	21	584
10-11	0	0	0	12	12	584	0	0	0	12	12	584
11-12	0	0	0	11	7	588	0	0	0	11	7	**588**

*25% link trip credit applied to Local Retail use
**Residential overnight accumulation based on ACS 2014-2018 – Renter Occupied Vehicle Ownership for Queens Census Tracts 83, 87 & 91

Table 10: With-Action Saturday Parking Accumulation Forecast – Projected Development Site 1

With-Action												
	Local Retail*			Residential **			Community Facility			Total Parking Accumulation		
Time	In	Out	Accu.	In	Out	Accu.	In	Out	Accu.	In	Out	Accu.
12-1 AM	0	0	0	12	12	588	0	0	0	12	12	**588**
1-2	0	0	0	12	12	588	0	0	0	12	12	**588**
2-3	0	0	0	6	6	588	0	0	0	6	6	**588**
3-4	0	0	0	2	2	588	0	0	0	2	2	**588**
4-5	0	0	0	2	2	588	0	0	0	2	2	**588**
5-6	0	0	0	2	4	586	0	0	0	2	4	586
6-7	0	0	0	3	8	581	0	0	0	3	8	581
7-8	0	0	0	12	36	557	0	0	0	12	36	557
8-9	0	0	0	36	86	507	16	10	6	52	96	513
9-10	0	0	0	68	91	484	19	12	13	87	103	497
10-11	1	1	0	68	103	449	21	14	20	90	118	469
11-12	1	1	0	86	86	449	18	15	23	105	102	472
12-1 PM	1	1	0	98	98	449	18	15	26	117	114	475
1-2	1	1	0	89	108	430	31	31	26	121	140	456
2-3	1	1	0	96	78	448	21	19	28	118	98	476
3-4	1	1	0	94	70	472	18	19	27	113	90	499
4-5	1	1	0	124	53	543	15	18	24	140	72	567
5-6	1	1	0	110	67	586	5	20	9	116	88	595
6-7	1	1	0	86	86	586	1	10	0	88	97	586
7-8	1	1	0	73	73	586	0	0	0	74	74	586
8-9	1	1	0	49	49	586	0	0	0	50	50	586
9-10	0	0	0	36	36	586	0	0	0	36	36	586
10-11	0	0	0	38	36	588	0	0	0	38	36	**588**
11-12	0	0	0	30	30	588	0	0	0	30	30	**588**

*25% link trip credit applied to Local Retail use
**Residential overnight accumulation based on ACS 2014-2018 – Renter Occupied Vehicle Ownership for Queens Census Tracts 83, 87 & 91

Table 11: With-Action Weekday Parking Accumulation Forecast – Projected Development Site 2

With-Action									
	Local Retail*			Residential **			Total Parking Accumulation		
Time	In	Out	Accu.	In	Out	Accu.	In	Out	Accu.
12-1 AM	0	0	0	1	1	111	1	1	**111**
1-2	0	0	0	1	1	111	1	1	**111**
2-3	0	0	0	1	1	111	1	1	**111**
3-4	0	0	0	1	1	111	1	1	**111**
4-5	0	0	0	1	1	111	1	1	**111**
5-6	0	0	0	1	4	108	1	4	108
6-7	0	0	0	3	12	99	3	12	99
7-8	0	0	0	4	12	91	4	12	91
8-9	3	3	0	9	30	70	12	33	70
9-10	3	1	2	7	11	66	10	12	68
10-11	7	4	5	7	12	61	14	16	66
11-12	8	7	6	7	10	58	15	17	64
12-1 PM	17	17	6	10	10	58	27	27	64
1-2	8	8	6	10	10	58	18	18	64
2-3	9	6	9	10	10	58	19	16	67
3-4	7	7	9	15	9	64	22	16	73
4-5	7	8	8	25	15	74	32	23	82
5-6	9	9	8	26	17	83	35	26	91
6-7	5	8	5	20	10	93	25	18	98
7-8	4	7	2	18	8	103	22	15	105
8-9	3	5	0	11	6	108	14	11	108
9-10	2	2	0	6	4	110	8	6	110
10-11	0	0	0	2	2	110	2	2	110
11-12	0	0	0	2	1	111	2	1	**111**

*25% link trip credit applied to Local Retail use
**Residential overnight accumulation based on ACS 2014-2018 – Renter Occupied Vehicle Ownership for Queens Census Tracts 83, 87 & 91

Table 12: With-Action Saturday Parking Accumulation Forecast – Projected Development Site 2

With-Action									
	Local Retail*			Residential **			Total Parking Accumulation		
Time	In	Out	Accu.	In	Out	Accu.	In	Out	Accu.
12-1 AM	0	0	0	2	2	111	2	2	**111**
1-2	0	0	0	2	2	111	2	2	**111**
2-3	0	0	0	1	1	111	1	1	**111**
3-4	0	0	0	0	0	111	0	0	**111**
4-5	0	0	0	0	0	111	0	0	**111**
5-6	0	0	0	0	1	110	0	1	110
6-7	0	0	0	1	2	109	1	2	109
7-8	1	1	0	2	7	104	3	8	104
8-9	4	4	0	7	16	95	11	20	95
9-10	4	2	2	13	17	91	17	19	93
10-11	9	5	6	13	20	84	22	25	90
11-12	8	8	6	16	16	84	24	24	90
12-1 PM	11	11	6	19	19	84	30	30	90
1-2	12	10	8	17	21	80	29	31	88
2-3	11	9	10	18	15	83	29	24	93
3-4	8	8	10	18	13	88	26	21	98
4-5	9	10	9	23	10	101	32	20	110
5-6	10	11	8	21	13	109	31	24	117
6-7	6	10	4	16	16	109	22	26	113
7-8	6	9	1	14	14	109	20	23	110
8-9	5	6	0	9	9	109	14	15	109
9-10	3	2	1	8	7	110	11	9	**111**
10-11	0	1	0	8	7	111	8	8	**111**
11-12	0	0	0	6	6	111	6	6	**111**

*25% link trip credit applied to Local Retail use
**Residential overnight accumulation based on ACS 2014-2018 – Renter Occupied Vehicle Ownership for Queens Census Tracts 83, 87 & 91

As shown in **Table 9 and 10** below, it is expected that parking demand generated by the Proposed Actions at Projected Development Site 1 would peak at approximately 588 spaces during the overnight hours during the weekday and Saturday. Similarly, as shown in **Table 11 and 12** below, it is expected that parking demand generated by the Proposed Actions at Projected Develop Site 2 would peak at approximately 111 spaces during the overnight hours during the weekday and Saturday. As the overnight parking demand associated with the Proposed Project would not be fully accommodated in the on-site garage, a detailed analysis of parking conditions within ¼-mile of Projected Development Site 1will be provided in the EIS. Existing on-street and off-street parking inventories will be provided to document the existing supply and demand during the overnight period, and changes in the parking supply and utilization under both No-Action and With-Action conditions will be forecasted.

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.

Appendix 2

Responses to Comments on the Draft Scope of Work

Halletts North

RESPONSE TO COMMENTS ON THE DRAFT SCOPE OF WORK FOR A DRAFT ENVIRONMENTAL IMPACT STATEMENT

A. INTRODUCTION

This document summarizes and responds to comments on the Draft Scope of Work (DSOW), issued on February 19, 2021, for the Halletts North project (the "Proposed Actions"). Oral and written comments were received during the public meeting held by the New York City Department of City Planning (DCP) on behalf of the New York City Planning Commission (CPC) on March 22, 2021. Written comments were accepted through the close of the public comment period, which ended at 5:00 PM on April 1, 2021. Appendix II contains the written comments received on the DSOW. A Final Scope of Work (FSOW) was issued on March 25, 2022, incorporating comments received on the DSOW where relevant and appropriate, as well as other background and project updates that were made subsequent to publication of the DSOW.

Section B lists the elected officials, organizations, and individuals that provided relevant comments on 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 chapter structure of the DSOW.

B. LIST OF ELECTED OFFICIALS, ORGANIZATIONS, AND INDIVIDUALS THAT COMMENTED ON THE DRAFT SCOPE OF WORK

Elected Officials and Government Agencies

1. Shawna Morlock, Assembly District Leader, oral statement delivered at public scoping meeting
2. Community Board 1, Queens, written submission dated Wednesday, March 31, 2021

Organizations and Interested Public

3. Evie Hantzopoulos, Community Board Representative (not speaking on behalf of the board), oral statement delivered at public scoping meeting
4. Carlos Cano, Senior Director of Programs and Development for Urban Upbound, oral statement delivered at public scoping meeting
5. Teresa McKinney, resident of Astoria Houses, oral statement delivered at public scoping meeting
6. Vanessa Jones-Hall, resident of Astoria Houses, oral statement delivered at public scoping meeting
7. Anju J. Rupchandani, Executive Director for Zone 126, oral statement delivered at public scoping meeting
8. Jeremy Welsh-Loveman, resident of CB1, written submission dated Thursday, March 18, 2021
9. Thane Terrill, resident of Forest Hills, written submission dated Friday, March 19, 2021

C. COMMENTS AND RESPONSES ON THE DRAFT SCOPE OF WORK

1. Project Description/Development Scenario Comments

Comment 1.1: Why doesn't the developer list an application for a large-scale development plan as part of the discretionary actions? An earlier iteration of the proposed development included an LSGD plan and two recently approved developments in the area (Astoria Cove and Halletts Point) were LSGD plan projects. (2)

Response 1.1: ***A LSGD special permit is not included as part of the Proposed Actions. As discussed in the DSOW, the Proposed Project would require a waterfront special permit to modify height and setback regulations. A special permit pursuant to ZR 62-837(a) would allow for the granting of waivers for height and setback regulations for a development on a zoning lot within a waterfront block.***

Comment 1.2: Why does the DSOW only identify two sites (the development site and one potential development site) to be assessed when adjacent lots are predominantly vacant, generously sized, and underutilized? (2)

Response 1.2: ***As discussed in the DSOW, the proposed rezoning area encompasses two lots – Block 911, Lots 1 & 49. There are no other lots located within the proposed rezoning area. As such, Lot 1 (the Applicant-controlled development site) and Lot 49 are considered projected development sites for the purposes of the reasonable worst case development scenario (RWCDS).***

Comment 1.3: As the Department and the applicants complete their environmental review, we urge them to consider all the positive benefits a development like this can bring to the neighborhood. Increased open space, coastal resiliency, a space for non-profits to promote education and jobs, real jobs that build up the presence of many hundreds of new neighbors. (4)

Response 1.3: ***Comment noted. As discussed in the DSOW, the EIS will include a detailed analysis of open space, which will include the addition of almost 42,000 sf of publicly accessible waterfront open space as a result of the Proposed Project. The EIS will also include a detailed analysis of the New York City Waterfront Revitalization Program (WRP) which will discuss in detail the coastal resiliency measures proposed as part of the project, including the raising of the Development Site and flood proofing measures.***

Comment 1.4: The developer has selected MIH Option One where 25 percent of the total units would be affordable and 75 percent would be market rate. The area median income (AMI) for renters in Community District 1 is $63,000 while the AMI for the census tract containing the nearby Astoria Houses is only $26,000 meaning that these new units will not be available to people in the community even though they are affordable. A deeply affordable option should be included. (3)

When you talk about affordable housing, it's not true affordable housing. (6)

Response 1.4: ***Comment noted. As discussed in the DSOW, the Applicant is proposing to map the proposed rezoning area as a Mandatory Inclusionary Housing (MIH) Area (Option 1) by creating a new map for Queens Community District 1 in Appendix F of the New York City Zoning Resolution. Under Option 1, an MIH Area requires affordable housing to be provided equivalent to 25 percent (60% of Area Median Income, or AMI) of the residential floor area developed. Further, as described under Task 3 of the DSOW, an assessment of socioeconomic conditions with respect to indirect residential displacement is warranted and will be included in the EIS.***

Comment 1.5: It is heartening that the Applicant has approached Zone 126 to discuss a chance for us to build upon our work in the community and establish a new headquarters and programmatic space within their building. In this space, we hope to build upon the work we've done in our new modern space that welcomes our staff and program participants alike. (7)

Response 1.5: Comment noted.

Comment 1.6: I think this project would bring significant benefits for housing affordability and for public space. I think the additional market rate housing supply will provide downward pressure on rents. I think the rent restricted units will provide a direct source of badly needed, brand new affordable housing. Given there are a dwindling number of developable plots in NYC it's vital that the City allow as much development as possible in this area so I want to comment in support of as much housing as possible. I think the plan presented by the Applicants looks great, but would want the allowable FAR to be even more. This project will also bring significant environmental benefits, by allowing more people live in dense neighborhoods where they can walk to restaurants and commute via mass transit to work, including on the nearby ferry service. (8)

Response 1.6: Comment noted.

Comment 1.7: I'm happy and excited about the many opportunities that the project is going to bring forth, especially the access to the waterfront, on the peninsula and hopefully, that it will connect as far as Astoria Park. I'm also grateful to the site that will be raised up so our entire neighborhood could become more resilient. (5)

Response 1.7: Comment noted. Please refer to Response 1.3.

2. Land Use, Zoning, and Public Policy

Comment 2.1: Assessment should describe the existing, proposed, and potential development sites along with the total number of dwelling units that will be constructed and operating within the study area by 2031. The area has several large active construction sites being built under the existing R6 zoning, as well as the previously rezoned Halletts Point development, which includes building sites on the NYCHA Astoria Houses campus, and the Astoria Cove development. The assessment should also include as potential development sites those that are currently occupied by active residential uses, empty warehouse sites, and the six interior blocks of the peninsula which are bounded by 26th Avenue, 14th Street, Astoria Boulevard, 8th Street, and 27th Avenue. (2)

Response 2.1: As noted under Task 2 in the DSOW, the EIS will include a list of future development projects in the study area that would be expected to be constructed by the 2031 Build Year and may influence future land use trends. Also, the EIS will identify pending zoning actions or other public policy actions that could affect land use patterns and trends in the study area in coordination with DCP. Based on these planned projects and initiatives, future conditions in the land use and zoning study area in the future without the Proposed Actions (No-Action condition) will be assessed. Only known future developments and pending zoning or policy actions can be analyzed.

Comment 2.2: The project is located within the Coastal Zone Boundary and in a 1 percent Flood Plain and vulnerable to flooding impacts. It should be assessed for consistency with Zoning for Coastal Flood Resiliency initiative, as well as the NYC Waterfront Revitalization Program. (2)

Response 2.1: As discussed under Task 2 in the DSOW, The Project Area is located within the New York City Coastal Zone Boundary, and therefore, it will be assessed for its consistency with the city's

Waterfront Revitalization Program (WRP). The analysis will assess, for those relevant policies identified on the project's Consistency Assessment Form, the consistency of the Proposed Actions and resultant proposed development with the WRP policies, per guidance in the CEQR Technical Manual.

3. Socioeconomic Conditions

Comment 3.1: Gentrification and displacement are big concerns for the community. The Astoria Houses are nearby and there is concern that residents who live there will be pushed out of the community. (1)

Response 3.1: ***As described under Task 3 in the DSOW, a detailed analysis of indirect residential displacement, if warranted per the guidance in the CEQR Technical Manual, Chapter 5, Socioeconomic Conditions, would utilize 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.***

Comment 3.2: The proposed development will cause indirect residential displacement and impact the average income level of the study area population. The cumulative number of the proposed project and potential development units, along with new as of right housing units, will substantially increase the number of unsubsidized rental units in the study area. The increased number of market rate units will increase the AMI of the census tracts and alter the area's eligibility for federal and state housing services and subsidies for area residents. (2)

Response 3.2: ***Please refer to Response 3.1.***

4. Community Facilities

Comment 4.1: The development will provide community facility spaces which will be occupied by local non-profits that promote education and job opportunities for neighborhood residents. This is a benefit to the community. (4,5,7)

Response 4.1: ***Comment noted.***

Comment 4.2: The Scope indicates utilization rates of existing childcare centers, libraries, and public schools will be provided in the EIS. However, it also states that the proposed development, for the purposes of health care facilities and fire and police protection, does not introduce a sizable new development. That statement is unsupportable when 1,665 new households are being introduced to a previously vacant tract of land in a geographic area that is undergoing a change from manufacturing/industrial uses to residential. The scope must be expanded to assess the health and safety needs of the existing and new residents. (2)

Response 4.2: ***In Table 6-1 of the CEQR Technical Manual Chapter 6, Community Facilities and Services, the Hunters' Point South neighborhood is given as an example of a "sizable new neighborhood." While the Proposed Actions would result in 1,665 new dwelling units and roughly an acre of open space, the Hunters' Point South neighborhood introduced over 5,000 new DUs, 11 acres of open space, and approximately 3,400 linear feet of new roadways, storm and sanitary sewers, water mains, and utilities. As such, the Proposed Actions would not be considered by comparison as a sizable new neighborhood, and an analysis of health care facilities and fire and police protection***

is not warranted.

5. Open Space

Comment 5.1: Will the open space be public space on public land or publically accessible space on private land? The waterfront space should be accessible to public. (3,6)

Response 5.1: ***As discussed in the Project Description section of the DSOW, the Proposed Project would provide approximately 41,363 sf of publically accessible open space on the privately owned development site.***

Comment 5.2: The proposed open space will benefit the area by providing waterfront access to the community and resiliency from coastal flooding. (5)

Response 5.2: ***Comment noted.***

Comment 5.3: Include an assessment of the number of visitors to the waterfront access area expected to come from outside the study area and the accessibility for those who do not reside in the proposed development. (2)

Response 5.3: ***Comment noted. Although only future residential populations residing within the study area (including both additional No-Action and With-Action populations) are required to be analyzed as part of the Task 5 – Open Space analysis, visitors from outside the study area will be factored into the Transportation analysis (Task 11).***

Comment 5.4: Assess the ability to access the water from the waterfront access area for recreational and/or educational purposes. (2)

Response 5.4: ***Access to the water from the waterfront access area is not proposed as part of the project. The Project Area is located along Pot Cove, which is a turbulent area of the East River. Therefore, the location of the Project Area is not conducive to in-water recreational uses.***

6. Shadows

Comment 6.1: The shadows study will assess if shadows are cast over sensitive area, the extent of the shadows, and the length of time they are cast. Reducing the shadows by lowering the building heights, rearranging the massing of the structures or decreasing the extent the building intrudes into the waterfront access area should be evaluated. (2)

Response 6.1: ***Comment noted. As detailed under Task 6 in the DSOW and per the guidance in the CEQR Technical Manual Chapter 8, "Shadows", the Shadows analysis involves a multi-tiered screening process. If the screening does not rule out the possibility that action-generated shadows would reach any sunlight-sensitive resources, a detailed analysis of potential shadow impacts on publicly-accessible open spaces or sunlight-sensitive historic and natural resources resulting from the proposed development will be provided in the EIS. Additionally, as part of the Alternatives chapter that will be provided in the EIS, a Lower Density Alternative will be developed in coordination with the lead agency, DCP, and assessed to determine if the effects of the Proposed Actions could be reduced or eliminated. Under a Lower Density Alternative, the overall density and proposed base and maximum building heights of the Proposed Project would be reduced. The Alternatives chapter in the EIS will include a discussion of whether the Lower Density Alternative would achieve the goals of the Proposed Actions.***

Comment 6.2: Evaluate the intrusion of the building's envelope into the waterfront access area for shadows and

reduction in width of the waterfront access area, thus limiting public use spaces. (2)

Response 6.2: ***Pursuant to CEQR Technical Manual guidance, shadows on project-generated open space are not considered significant. However, the Shadows analysis in the EIS will include a discussion of incremental shadows on the project-generated open space area.***

7. Urban Design and Visual Resources

Comment 7.1: Assessment of Visual Resources should be extended beyond the quarter-mile study area to include the possible obstruction of a publically accessible view corridor of the Manhattan skyline for pedestrians standing along the water's edge on Shore Boulevard at Astoria Park. Pedestrians had a view down southwest towards Manhattan. There is a need to preserve what remains of that viewshed. (2)

Response 7.1: ***As detailed under Task 7 in the DSOW, the EIS will include a preliminary assessment and, if warranted per the guidance in the CEQR Technical Manual, Chapter10, "Urban Design and Visual Resources", a detailed analysis of visual resources. The view corridors within the study area from which visual resources are publicly viewable will be identified. The analysis would describe the potential changes that could occur to urban design and visual resources in the future with the Proposed Actions, in comparison to the future without the Proposed Actions condition, focusing on the changes that could negatively affect a pedestrian's experience of the area.***

Comment 7.2: Explain how the proposed development will meet new flood resiliency requirements and how those mitigations relate to the pedestrian streetscape experience. (2)

Response 7.2: ***The Proposed Actions' consistency with the WRP will be addressed under Task 2 – Land Use, Zoning, and Public Policy (see Response 2.1 above). With regard to the pedestrian streetscape experience, please refer to Response 7.1 above.***

Comment 7.3: Assessments of wind should be made as a result of the proposed ground level open air spaces in the interior of the development. (2)

Response 7.3: ***As discussed under Task 7 in the DSOW, a screening assessment of whether a pedestrian wind analysis would be warranted and will be provided in the EIS as channelized wind pressure from between tall buildings and/or parallel tall buildings may cause winds that jeopardize pedestrian safety. A detailed pedestrian wind analysis will be prepared in accordance with CEQR Technical Manual guidelines, if warranted, as a result of the screening assessment.***

8. Natural Resources

No specific comments were received on this task.

9. Hazardous Materials

No specific comments were received on this task.

10. Water and Sewer Infrastructure

Comment 10.1: Other areas, such as Long Island City, have had issues with older infrastructure when residential density has increased. Will this concern be addressed? (1)

Response 10.1: ***As discussed under Task 10 in the DSOW, the EIS will include an analysis of the Proposed Actions'***

potential effects on wastewater and stormwater infrastructure.

Comment 10.2: Assessment of the project's impacts on the area's vulnerable sewer, water, and electrical infrastructure is critical, as well as how the project will mitigate any impacts. (2)

Response 10.2: Comment noted. Please see response to Comment 10.1 above.

11. Transportation

Comment 11.1: There is concern about the increased vehicle volume and the limited number of bike lanes. (3)

Response 11.1: As detailed under Task 11 of the DSOW, and in accordance with CEQR Technical Manual guidance in Chapter 16, Transportation, the transportation analyses will evaluate the potential for significant adverse impacts on traffic operations and mobility, public transportation facilities and services, pedestrian elements and flow, and the safety of all roadway users (pedestrians, bicyclists, and motorists) as a result of the Proposed Actions. If impacts are identified, mitigation needs and potential improvements will be identified, as appropriate, in conjunction with the lead agency and NYCDOT.

Comment 11.2: There is concern that current design does not provide enough space for both pedestrians and bicycles along the waterfront. (9)

Response 11.2: As requested by DCP, the proposed waterfront access area would not include bike lanes. Two bike racks will be provided in the area where Third Street meets the shore public walkway. An additional 5 bike racks would be centrally located within the shore public walkway. The main circulation path along the waterfront would vary in width between 12' and 24' which could accommodate both pedestrians and bicyclists.

Comment 11.3: Assess the need for bicycle lanes connecting the new development with waterfront esplanades around the peninsula, to mass transit locations, and out to adjoining neighborhoods. (2)

Response 11.3: Comment noted. Please refer to Responses 11.1 and 11.2 above.

Comment 11.4: Incorporate into the Bus transit analysis the recent MTA Queens Bus Network Redesign that reduced service for the Q103, Q100, Q69, Q18, and Q102 lines that connect the project site to subway service. (2)

Response 11.4: A discussion of bus routes serving the Project Area and any changes proposed to these routes by the MTA will be included in Transportation chapter of the EIS.

Comment 11.5 Assess the Halletts Point stop on the East River ferry as part of mass transit connection to Manhattan and Brooklyn. (2)

Response 11.5: The transportation planning factors used to forecast travel demand for the Proposed Actions assumes that some residents of the proposed development would utilize the ferry as a mode choice in the weekday AM, weekday midday, weekday PM, and Saturday peak hours.

12. Air Quality

Comment 12.1: Increased vehicle traffic in the area is not good for the community, particularly since there are existing environmental burdens in the area. (3)

Response 12.1: As discussed under Task 12 in the DSOW, the mobile source air quality analysis will evaluate the

Proposed Actions for potential impacts from CO and PM2.5 due to vehicular traffic anticipated to be generated by the Proposed Actions to see if emissions thresholds specified in the CEQR Technical Manual are exceeded. If emissions thresholds are exceed, a detailed analysis will be conducted and included in the EIS.

13. Greenhouse Gas Emissions and Climate Change

No specific comments were received on this topic.

14. Noise

No specific comments were received on this topic.

15. Public Health

No specific comments were received on this topic.

16. Neighborhood Character

Comment 16.1: The context of the study area north of 27th Avenue is actively evolving. The NYCHA Astoria Houses dominate the southern portion of the primary study area with 22 six- and seven-story buildings with 1,102units housing approximately 3,100 people. The area between the NYCHA campus and the development site is occupied by active construction sites for medium-density, market-rate housing. The blocks are also occupied by open industrial uses, warehouses, and a scattering of low-rise, low-density housing structures. Along with two previous rezoning actions, the current action changes the character of the area into a high-density, market-rate enclave with buildings ranging in height from 20 to 30-plus stories. All three new developments must provide only 25% of residential floor area for affordable housing.

An assessment should be made of the changes likely to occur to the existing household mix and family size from the projected income tiers and rental costs and the proposed apartment sizes. (2)

Response 16.1: As detailed under Task 16 in the DSOW, the Proposed Actions have the potential to alter certain constituent elements of the affected area's neighborhood character, including land use patterns, socioeconomic conditions, traffic, and noise levels, and therefore an analysis will be provided in the EIS. As suggested by the CEQR Technical Manual, Chapter 21, "Neighborhood Character", the study area for neighborhood character will be coterminous with the ¼-mile land use study area. The chapter will summarize changes that can be expected in the character of the neighborhood in the future without the Proposed Actions (No-Action condition) as well as describing the Proposed Actions' impacts on neighborhood character.

17. Construction

No specific comments were received on this topic.

18. Mitigation

No specific comments were received on this topic.

19. Alternatives

No specific comments were received on this topic.

Appendix 3

Written Comments on the Draft Scope of Work and Transcript of Public Scoping Meeting

City of New York
Community Board #1, Queens

The Pistilli Grand Manor
45-02 Ditmars Boulevard, LL Suite 1025
Astoria, N.Y. 11105
Tel: 718-626-1021, Fax: 718-626-1072
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Donovan Richards
Borough President, Queens
Maricela Cano
Director, Community Boards
Marie Torniali
Chairperson
Florence Koulouris
District Manager

EXECUTIVE BOARD

Marie Torniali
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Thomas Ryan
Sergeant-at-Arms

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Rod Townsend
Consumer Affairs
Eric Mouchette
Education/Library/Youth Services
Andre Stith
Environmental Protection
Antonella Di Saverio
Health & Human Services
Judy Trilivas
Daniel Aliberti
Housing
Evie Hantzopoulos
Land Use & Zoning
Gerald Caliendo
Elizabeth Erion
Legal, Legislative, Parliamentary
Loren Amor
Office-Staff/Budget/PR
Marie Torniali
Parks/Recreation/ Cultural
Katie Ellman
Kathleen Warnock
Public Safety
Ann Bruno
Antonio Meloni
Transportation
Robert Piazza
Mitchell Waxman

BOARD MEMBERS (cont.)

Rose Anne Alafogiannis
George Alexiou
Louise Bordley
Irak Dahir Cehonski
Jean Marie D'Alleva
Mackenzi Farquer
Dean O. Feratovic
Shahenaz Hamde
Helen Ho
Pauline Jannelli
Vanessa Jones-Hall
Nancy Konipol
Jerry Kril
Hannah Lupien
Jeffrey Martin
Amin Mehedi
Stella Nicolaou
Norma Nieves-Blas
Mary O'Hara
Dino Panagoulias
Juliet Payabyab
Yawne Robinson
Rodolfo Sarchese
Dominic Stiller

March 31, 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. 21DCP138Q Hallets North
Comments on Draft Scope of Work

Dear Ms. Abinader:

At its March 24, 2021 meeting, the Land Use and Zoning Committee (LUC) of Queens Community Board 1 (CB1Q) discussed the Hallets North proposal in western Astoria that requires approval of seven discretionary actions to facilitate construction of the project. The committee also commented on the Draft Scope of Work for the project's Environmental Impact Statement (EIS). Those comments are submitted below. We did not comment on tasks that were technical or considered to be satisfactorily covered.

Background

The proposed applications would facilitate a phased construction of three mixed-use towers on the north side of the Hallets peninsula bounded by 8th Street (unimproved), 26th Avenue, 3rd Street and the Pot Cove shoreline. The proposed development would contain 1,044,452 gsf with 1,400 dwelling units (350 or 25% would be permanently affordable under MIH Option 1), 475 accessory parking spaces, 3,590 sf retail, 9,745 sf community facility space and 41,363 sf of publicly accessible open space. The towers are proposed to top out at 230', 300' and 350' and have abutting roof levels at 110', 130', 240' and 270'. The project would be substantially operational by 2031.

The project requires approval of the following discretionary actions:

1. Zoning Map Amendment to rezone from M1-1 to R6A and R7-3/C2-4 property located on the north side of 26th Avenue between 3rd and 4th streets (Block 911 Lots 1, and 49);
2. Zoning Text Amendment to modify Appendix F of the Zoning Resolution to establish the proposed rezoning area as a Mandatory Inclusionary Housing (MIH) Area Option 1;
3. City Map Amendment to eliminate 3rd Street between 26th Avenue and the waterfront;
4. Waterfront Special Permit to waive height, setback and tower size regulations pursuant to ZR Section 62-837(a);
5. Waterfront Authorization to modify requirements within the public access area pursuant to ZR Section 62-822(b);
6. Waterfront Authorization to modify requirements within the public access area pursuant to ZR Section 62-822(c);
7. Chairperson Certification for waterfront public access area pursuant to ZR Section 62-811.

A Positive Declaration was issued by the Department of City Planning, as lead agency, on February 19, 2021 after a review of the project's Environmental Assessment Statement. The Draft Scope of Work for the project EIS would analyze potential significant adverse impacts in all categories except Historic and Cultural Resources and Solid Waste and Sanitation Services.

Comments on the Draft Scope of Work
There are two general comments that should be addressed. First, we would like to know why the applicant does not list an application for a large-scale development plan as part of the discretionary actions. The proposed development in an earlier iteration shown to the committee included a LSGD plan and both the recently approved developments in the study area (Astoria Cove and Hallets Point) were large-scale development plans. Second, we question why there is one development site and only one potential development site being assessed when the adjacent interior lots and blocks are predominantly vacant, generously sized and underutilized with open storage uses or low-density residential.

Task 2: Land use, Zoning and Public Policy
Assessments should describe the existing, proposed and potential development sites along with the total number of dwelling units that will be constructed and operating within the study area by 2031. The study area has several large active construction sites that are being built under the existing R6 zoning, the previously rezoned Hallets Point development with buildings sites on the NYCHA Astoria Houses campus and the rezoned Astoria Cove site. Assessment should also include as potential redevelopment those sites currently occupied by active residential uses, empty warehouse sites (Goodwill) and the six interior blocks of the peninsula bounded by 26th Avenue, 14th Street, Astoria Boulevard, 8th Street and 27th Avenue.

The project is located within the Coastal Zone Boundary and in a 1% Flood Plain and vulnerable to flooding impacts. It should be assessed for consistency with Zoning for Coastal Flood Resiliency as well as the NYC Waterfront Revitalization Program.

Task 3. Socioeconomic Conditions
The proposed development will have an indirect residential displacement issues and an impact on the average incomes of the study area population. The cumulative number of the proposed project, potential development units and new as of right housing units will substantially increase the number of unsubsidized rental units in the study area. The increased number of market units will increase the Average Median Income of the census tracts and alter the area's eligibility for federal and state housing and services subsidies for area residents.

Task 4. Community facilities
The Scope indicates utilization rates of existing childcare centers, libraries, public schools will be provided in the EIS. However, it also states that the proposed development, for purposes of health care facilities and fire and police protection, does not introduce a sizeable new neighborhood. That statement is unsupportable when applied to a previously vacant tract of land with 1665 new households introduced into a geographic area that is undergoing a complete change from manufacturing/industrial uses to residential. The proposed development must expand its scope and carefully assess the health and safety needs of the existing and all new community resident that must be met. The scope should include as well the number of anticipated visitors drawn to the new waterfront area from outside the study area.

Task 5. Open Space
Include an assessment of the number of expected visitors to the waterfront access area from outside the study area and the accessibility to those who do not reside in the proposed development.

Task 6. Shadows
Shadow studies will be performed to document if shadows are cast over sensitive areas, the extent of shadow and length of time. Reducing the shadows by lowering the building heights, rearranging the massing of the structures or decreasing the extent the building intrudes into the waterfront access area should be evaluated.

Task 7. Urban Design and Visual Resources
Assessment of Visual Resources should extend beyond the quarter-mile study area to include the obstruction of a publicly accessible view corridor of the Manhattan skyline for pedestrians standing along the water's edge on Shore Boulevard at Astoria Park. Pedestrians had a view down southwest towards Manhattan. There is a need to preserve what remains of that viewshed.

Assess the ability to access the water from the waterfront public area for recreational and/or educational purposes.

Evaluate the intrusion of the building's envelope into the waterfront access area for shadows and reduction in the width of the waterfront access area, thus limiting public use spaces.

Explain how the proposed development will meet new flood resiliency requirements and how those mitigations relate to the pedestrian's streetscape experience.

Assessments of wind conditions should be made as a result of the proposed ground level open air spaces in the interior of the development.

Task 10. Water and Sewer Infrastructure
Assessment of the project's impacts on area's vulnerable sewer, water and electrical infrastructure is critical, as well as how the project will mitigate any impact.

Task 11. Transportation
Assess the need for bicycle lanes connecting the new development with the waterfront esplanades around the peninsula, mass transit locations and out to adjoining neighborhoods.

Incorporate into the Bus transit analysis the recent MTA Queens Bus Network Redesign that reduced service for the Q103, Q100, Q69, Q18 and Q102 lines that connect the project to subway service.

Assess the Hallets Point stop on the East River ferry as part of mass transit connection to Manhattan and Brooklyn.

Task 16. Neighborhood Character
The context of the primary study area north of 27th Avenue is actively evolving. NYCHA Astoria Houses dominates the southern portion of the primary study area with 22 six- and seven-story buildings with 1,102 units housing approximately 3,100 people. The area between the NYCHA campus and the development site is occupied by active construction sites for medium-density, market rate housing. The blocks are also occupied by open industrial uses, warehouses and a scattering of low-rise, low-density housing structures. Along with two previous rezoning actions, the current action changes the character of the area into a high-density, market-rate enclave with buildings ranging in height from 20 to 30-plus stories. All three new developments must provide only 25% of residential floor area for affordable housing.

An assessment should be made of the changes likely to occur to the existing household mix and family size from the projected income tiers and rental costs and the proposed apartment sizes.

Thank you for considering these comments.

Sincerely,

Marie Torniali, Chairperson — Elizabeth Erion, Co-Chair — Gerald Caliendo, Co-Chair
CB1Q Land Use and Zoning Committee

cc: Honorable Donovan Richards, Queens Borough President
Honorable Michael Gianaris
Honorable Jessica Ramos
Honorable Zohran K. Mamdani
Honorable Catherine Nolan
Honorable Brian Barnwell
Honorable Costa Constantinides
Honorable Jimmy Van Bramer
Mr. Irving Poy, Director, Land Use, BPQ
Mr. John Young, Director, Queens Office DCP
Ms. Alexis Wheeler, DCP
Ms. Sarit Platkin, DCP
Mr. Mitchell A. Korbey, Partner; Chair, Land Use & Zoning Group, Herrick Feinstein LLP

From: Jeremy Welsh-Loveman
To: 21DCP138Q_DL
Subject: City Planning Scoping Meeting for Halletts North
Date: Thursday, March 18, 2021 6:06:47 PM

Dear City Planning,

I am a resident of Queens Community Board 1 and I am a renter. I want to comment in strong support of this rezoning application. I think this would bring significant benefits for housing affordability and for public space. Wester Queens has surprisingly little waterfront access despite the long coast line and this project would create great public waterfront space, hopefully eventually creating one long waterfront path from Astoria Park to Rainey Park. I think the additional market rate housing supply will provide downward pressure on rents. I think the rent restricted units will provide a direct source of badly needly, brand new affordable housing. Given there are a dwindling number of developable plots in NYC it's vital that the City allow as much development as possible in this area so I want to comment in support of as much housing as possible. I think the plan presented by the applicants looks great, but would want the allowable FAR to be even more. This project will also bring significant environmental benefits, by allowing more people live in dense neighborhoods where they can walk to restaurants and commute via mass transit to work, including on the nearby ferry service.

Thanks,
Jeremy Welsh-Loveman

From: Thane Terrill
To: 21DCP138Q_DL
Subject: Halletts North
Date: Friday, March 19, 2021 10:45:16 PM

I frequently lead local bike group rides along the waterfront in Queens.

I don't see any way for bikes and pedestrians to co-exist in the designs presented in the Astoria Post. Perhaps involve some of the designers who have created some of the better stretches along the Queens and Brooklyn waterfronts? Good designs are possible.

Thank you,

Thane Terrill
Forest Hills, NY

CITY OF NEW YORK - DEPARTMENT OF CITY PLANNING

----------X

REMOTE PUBLIC SCOPING MEETING

HALLETS NORTH PROJECT

CEQR No. 21DCP138Q

----------X

March 22, 2021

2:16 p.m.

B E F O R E :

OLGA ABINADER, DIRECTOR,

Environmental Assessment & Review,

A P P E A R A N C E S:

FOR DEPT OF CITY PLANNING:

Stephanie Shellooe - Deputy Director of EARD

OTHER DCP STAFF

ALSO PRESENT:

THE PUBLIC

Marc Russo, stenographer

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P R O C E E D I N G S

MS. ABINADER: Good afternoon, everyone. Thank you for joining the Halletts North Project Scoping Meeting. Just note that we had experienced a few technical difficulties just around the 2:00 hour and we are going to be going live just at 2:15. So thank you, everyone, for your patience and thanks to all of our participants for joining us today. So once again, in a couple of minutes at 2:15, we will begin our meeting and thank you, everyone, for your patience.

Good afternoon, everyone and welcome. You're tuning it to the remote public scoping meeting for the Halletts North Project, CEQR No. 21DCP138Q. My name is Olga Abinader and I'm the Director of the New York City Department of City Planning's Environmental Assessment and Review Division. Stephanie Shellooe, Deputy Director of the same division, will co-host today's public scoping meeting. And in the event of any technical challenges on my end, Stephanie will take over this meeting on my behalf.

We truly appreciate everyone's patience as we continue to adjust to this remote public scoping meeting format. And I do want to thank

everyone for taking the time out of their day to attend today's virtual meeting. I do acknowledge that technology, such as what we're using today, is imperfect. However, the technology is invaluable as a tool that allows the critical land use and environmental review processes to proceed while keeping all of us safe during this pandemic.

I also want to emphasize that we will hear from everyone who wishes to speak today. And this meeting will remain open until we have heard from all speakers. We also welcome written comments and testimony through Thursday, April 1, 2021. And we do provide written comments the same attention and consideration as comments provided live at this meeting. We will now proceed to the public scoping meeting.

MS. ABINADER: Next slide. For the record, let me note that the City Environmental Quality Review, or CEQR, No. for this proposal is 21DCP138Q. Today's date is March 22, 2021 and the time is 2:17 p.m.

Next slide. I'm Olga Abinader and I'm the Director of the Environmental Assessment and Review Division, or EARD, of the New York City Department of City Planning. I'll be chairing today's

public scoping meeting. The Department of City Planning is acting on behalf of the City Planning Commission as a lead agency for this proposal's environmental review. As lead agency, the Department of City Planning oversees the preparation and completion of the Environmental Impact Statement, or EIS, for the Halletts North Project.

Next slide. Joining me are several of my colleagues from the Department of City Planning. As I mentioned earlier, Stephanie Shellooe, Deputy Director of the Department's Environmental Assessment and Review Division, is joining and co-hosting with me today. Alexis Wheeler, Deputy Director of the Department's Queens Office, is joining us; as well as Sarit Platkin, Team Leader in the Department's Queens Office; and Annabelle Meunier, Team Leader in the Environmental Assessment and Review Division. We're also joined by colleagues, who are representing the applicant and the environmental consultant working on this proposal today.

Next slide. Together we're here to receive your comments on the Draft Scope of Work for the Draft Environmental Impact Statement, or DEIS, for the Halletts North proposal. The Draft Scope of Work identifies all of the subjects that will be

analyzed in the upcoming DEIS and explains how the subjects will be studied. The Draft Scope of Work for this proposal is available on the Department of City Planning website.

Next slide. The purpose of today's scoping meeting is to allow for public participation in the preparation of the Draft EIS at the earliest stage possible. Toward that end, the Department will have an opportunity today to receive comments on the Draft Scope of Work from elected officials, leaders from government agencies, and community board representatives who are speaking on behalf of the entire community board, as well as members of the general public. As I mentioned previously, and as I will mention throughout this presentation, we also welcome written comments on the Draft Scope of Work, and those may be submitted through Thursday, April 1, 2021.

Next slide. At the end of the written comment period, the Department, as lead agency, will review all comments including those heard today, as well as written comments that have been received. After the Department carefully reviews all comments, we will decide what changes, if any, need to be made to the Draft Scope of Work. And a Final Scope

of Work will be issued and published on the Department of City Planning website. It is the Final Scope of Work that will serve as a basis for preparing the Draft Environmental Impact Statement.

Next slide. Today's public scoping meeting marks the formal beginning of the environmental review process for the Halletts North proposal. I'll note that no decisions will be made today regarding the Draft Scope of Work. The purpose of today's meeting is to allow the public to provide comments on the Draft Scope of Work and to allow the Department to listen to those comments. It's important for all voices to be heard today.

Next slide. I will now focus on the structure of today's public scoping meeting, which will be divided into three separate parts. During the first part of today's meeting, the applicant team will give a brief overview describing the Halletts North proposal. Christina Szczepanski, a representative of PHA, the environmental consultant firm for this proposal, will then provide a short summary of the environmental review Draft Scope of Work.

During the second part of today's meeting, we will receive comments on the Draft Scope of Work from elected officials, leaders from

government agencies, and community board representatives speaking on the behalf of the entire community board. During the third and final part of today's meeting, the Department will receive comments from the general public. The meeting will end only when everyone who has registered to speak and provide testimony, when they have had a moment to be heard.

Next slide. Onto a few logistics for today's public scoping meeting. The protocol for today is intended to ensure that everyone has a chance to speak and that all voices can be heard. If you wish to speak and plan to access this meeting using a computer, a tablet, or a smartphone, please remember to register online through the City of Planning Scoping Meeting for Halletts North page of the NYC Engage portal at www.nyc.gov/NYCEngage. A link to join us and provide your testimony will be e-mailed to you after you have completed the registration process on the NYC Engage Portal. We will add you to our speakers' list at that point.

Next slide. When it is your turn to speak, your name will be called and you will be granted temporary speaking privileges by the Department of City Planning staff. You will also be promoted in Zoom to panelist. This will allow you to

unmute your microphone and will give you the ability to turn on your camera. Please note that promoting speakers can take a little bit of time so that we ask that everyone remain patient.

Once your name has been called, we will help unmute your microphone and you will be asked to convey your remarks. To allow us to hear from everyone who wishes to speak, please limit your remarks to three minutes. A three-minute countdown clock will run on the screen if you are participating online. At that three-minute mark, your time will expire and you'll be asked to conclude your remarks. Again, if you do choose to turn on your camera, if you're using a tablet or computer or a smartphone, we will be able to see you. So please keep that in mind.

Next slide. An additional note of instructions for anyone joining us by telephone today. If you join us by telephone and you wish to provide testimony and have not registered, please select *9 upon my prompt. Listen for me to call out the last three digits of your phone number. And at that point, you will be given the temporary ability to share your testimony.

I'll note this when it's your turn to speak, but you must press *6 to unmute your

telephone and we will be able to hear you speak. When your testimony is complete or your three minutes have expired, whichever comes first, you must press *6 again, to mute yourself so we can move on to the next speaker.

We do, again, encourage dial-in participants who wish to provide testimony to register via phone using our dial-in participant hotline. Please note that muting and unmuting, as always, takes a moment as we continue to adjust to this remote public scoping meeting format.

Next slide. A few words on time limits. The speakers who have joined us today who wish to provide testimony have three minutes to provide their testimony. There are exceptions to the three-minute rule. Elected officials, leaders from government agencies, and members of community boards, speaking on behalf of the entire community board, do have the courtesy of jumping to the front of the queue and are not time-limited.

A note to our livestream viewers who are providing testimony. If you're viewing us on a livestream and you wish to testify, be mindful of having multiple devices open at the same time, that may give you additional echo and background noise.

Make sure that your livestream is muted when you begin your testimony to avoid hearing an echo and so that we can hear you clearly.

Next slide. As a reminder, written comments will be accepted by the lead agency through Thursday, April 1, 2021. Comments can be e-mailed to 21DCP138Q_DL@planning.nyc.gov.

Comments may also be mailed to the New York City Department of City Planning, Environmental Assessment and Review Division. Attention, Olga Abinader, 120 Broadway, 31st Floor, New York, New York, 10271.

If you miss any of our instructions today, please be sure to visit www.nyc.gov/NYCEngage, that's NYC Engage, for instructions how to participate and provide testimony.

Next slide, please. At this time, I will move on to the first part of today's meeting, where the applicant will present an overview of the proposed project, followed by the environmental consultant who will summarize the Draft Scope of Work. Thank you.

MR. VALGORA: Hello. Good afternoon. I'm Jay Valgora, with the applicant team, and I'm the principal and founder of STUDIO V

Architecture. I have the privilege as an architect and a certified planner to work with a terrific applicant team and show you this project today. I'm just going to briefly introduce it and then the other team members.

This shows the site area which is on the northern portion of the Halletts Peninsula. It's that area in white, which is kind of an L-shaped site on the northern coast of the Peninsula, along 26th Avenue at the intersection of 3rd Street in Astoria, Queens.

Next. Our overall agenda today is to introduce our team. We have a really terrific team that has worked on this. To give you a general project overview and the zoning. To show you the building design. And to present in conjunction with our landscape architect, the open space design. And then to review the Draft Scope of Work.

Next. Our team is -- we really have a great team on this. Our firm, STUDIO V Architecture, is working hand-in-hand with Ken Smith Workshop, who will be showing you the designs for a wonderful waterfront park shortly. We have Knauf Shaw, who is actually our environmental attorney because we've done a great deal of cleanup on the

site. Herrick is our land use attorney, and Mitch be joining us in a moment to discuss the zoning.

Langan worked on the civil engineering. Philip Habib and Associates helped us with the environmental study. VHB has helped us with other aspects of the civil engineering for the site itself, including road design. And Treun has helped represent the owners. Our owner is Astoria Owners LLC.

Next. So I'm going to introduce Mitch, who's going to give an overview of the project and the zoning. Mitch.

MR. KORBEY: Thank you very much, Jay. I thank you, Olga Abinader, and the entire team and City Planning's Environmental Review Division for moving this forward. Let's go to the next slide. My name is Mitch Korbey. I'm an urban planner and land use attorney at Herrick Feinstein.

As Jay noted, our site's on the Halletts Peninsula here in the East River Estuary. And you can see from this aerial shot where the site's located. Next slide. Thank you.

So this is the zoning map for this part of Queens and an edge of the side. And as you can see, it's zoned M1-1, which is a manufacturing

district, permitting a wide variety of uses, including warehouse uses, auto related and storage uses, as well as some industrial uses. And as you can see here, it's adjoining an R7-3 site to our immediate east. Our proposed rezoning would extend that residential district and the commercial overlay there to our site.

Next. Here you'll see a list of actions. The first, of course, is as I referenced, a zoning and map amendment, which would take today's M1-1 district and switch it to tomorrow's R7-3 with a C2-4 overlay district. This will allow for a transformation of the site and a reclaiming of the waterfront and residential use and affordable housing.

Which leads us to the next action, which is a zoning text amendment. The zoning text amendment will apply the City's mandatory exclusionary housing program to the site.

Next. Waterfront special permits are going to be required pursuant to the zoning resolution, in order to waive certain aspects of the height and setback rules, as well as tower size and certain widths of our walls facing the shoreline. These special permits will help craft and mold the site, and importantly, will create a site plan so that everyone in the community will see how the project

will look and what will happen in terms of the site development. It'll be a predictable site plan because of these special permits.

Next. Our waterfront certification and authorizations will be required in order to tweak and sort of modify certain elements of today's waterfront zoning. You know, this will allow us to maximize waterfront public access, shore fund esplanade, and create, as you will soon see, a beautiful open space network.

Next. Waterfront authorizations for phase development of the waterfront area. This will allow us to move forward with a phased in plan as we create our waterfront access and reconnect the community to the shoreline. Finally, a City map amendment will be required to de-map 3rd Street. Now, 3rd Street exists today as a private map street. We will be transforming it into a publicly accessible, privately-owned and maintained way so the public can fully access the site and we can provide traffic access for our development.

Next slide. So this is simply a list which I'll read, so folks who don't have visual access can understand. Our existing zoning district once again is M1-1. The proposed zoning is R7-3 with

a C2-4 overlay. Our lot area is 164,392 square feet. Our waterfront public access area is over an acre, at 43,604 square feet. Our total FAR is 6.00. Zoning floor area total is 987,000 square feet.

Our retail zoning floor area is 3,500 square feet. Our community facility floor area, more on this later, is 9,500 square feet. The residential zoning floor area, 974,000 square feet. For total residences of 1400 units, with an affordable component, permanently affordable component of 350 affordable housing units. Thanks so much. Next slide.

And now we're going to take you through the site, building, and the open space design. I'll start, but I'm also going to be joined by Ken Smith, who is a registered landscape architect and who's designed a tremendous amount of wonderful parks in New York City, including on the waterfront. So let's keep going.

So this, first of all, is a land use map and the different colors on this map allow you to see how the adjacent uses relate to our parcel. And you can see our parcel is sort of outlined in red towards the top on the northern shore. And essentially what this is showing is that the yellow

and kind of tan colors represent residential uses, and really you can see that we're in an area that is predominantly residential.

And so by removing the manufacturing designation, which is really an older designation, and was being kind of heavily underutilized, if you will, there was very little activity on the site, there were many empty areas, we're really creating something that's commensurate and matches the surrounding community. This is very important for us.

And the kind of proposal we're making is extremely similar in density and type and use to all of the other approved residential developments on the waterfront, including immediately to the right of us Astoria Cove, and to the left of us Halletts Point. So really this shows how the project will be tied into the surrounding community and have very similar uses. Next.

This kind of shows an outline of the overall context, and I want to tell you a little more about it. What we normally think of as kind of Astoria or traditional Astoria, is more to the right, but really Astoria began on this peninsula. This was the original origins of Astoria as a small village or

community outside New York. And over the years it had changed, so that many elements of it don't really fit the traditional Astoria models.

There is the large campus of Astoria houses to the south of us, which is kind of like separated from the streets around it. And then there were a series of different kinds of manufacturing uses that today are largely underutilized. So part of our goal is going to be to create open spaces, waterfronts, streets that really knit back the fabric of the community that provide local amenities such as shopping, and that really turns this into more of a mixed use residential community with all different kinds of housing types, including affordable housing as well as market rate housing. Next.

Now these are some slides that just show the existing site area. On the left you can see is what the site looked like before we came there and it was really a former industrial use. The site was polluted and the client elected to actually clean up the site even prior to any zoning approvals in order to make it safe. And this was a tremendous investment on the part of the client.

Then you can see that before our

application, really it was fenced off. This is a site that was industrial. It originally had been residential in its historical basis, and for many years really was cut off from the waterfront and not accessible to anyone. We're going to be changing that by making it residences and creating a series of streets and open spaces and parks. Next.

This is a site plan of the peninsula as you would see it today. And you can start to see some of that disparate fabric. You can see here how you have Astoria houses to the south. Someone may need to mute in the background. And you can see the industrial buildings to the north. So this is kind of the current state of the peninsula today, or nearly current. Next.

And you can see here the already approved developments which are Halletts Point to the left, separate from this application and approved previously, and Astoria Cove to the right. So you can see that there are already a series of developments underway and we've been privileged to work with this community for 15 years. And Ken has also helped us on some of these, where we've really been working to open up the waterfront, to create new waterfront public parks. And what were about to show you next is one of

the key missing pieces of the community. Next.

This shows the addition of our site, and so it's one of the kind of last missing pieces on the waterfront. And you can see it to the upper portion of the slide. So you can see how this is part of the further enhancement of this community in order to reconnect it to its waterfront. Next.

As part of that, this slide shows what's kind of an amazing fact that with this additional project, we are on the cusp of creating nearly two-and-a-half miles of continuous waterfront on the Astoria waterfront. Going all the way from Astoria Park, all the way down to Rainey Park, our project represents one of the last missing links in kind of an incredible green network that mostly exists today, or is already approved and will be built in the next several years, that will really link together this entire community and connect it to its waterfront and create a necklace of waterfront parks that will be continuous along the entire waterfront. It's one of the last missing pieces. Next.

These are some preliminary views of the buildings and it's shown with the adjacent development since they're already approved. So right in the center of the slide, kind of dead-on, you can

see actually the new towers that we're proposing. And they're kind of evident here so you can see them. I could even, you know, try to point them out to you, I don't know if it'll allow me to edit it. Go to the next slide, please.

This is a view of our development. So this is looking from an angle and you can start to see the open space and the waterfront park facing the waterfront and the development of 3rd Street, which is that street in the foreground. We're going to zoom in on these and show you some detailed views. Next.

This is an overall massing diagram that shows all of the different residential components, the building components, and the heights of each of them. We've worked closely with City planning in order to modulate the massing, to sculpt it, to make sure that it doesn't cast shadows on adjacent parks, which works very well in this case because the parks are further away from it. So to really create something that would be a very articulated and rich massing, and that also matches all of the surrounding developments. Next.

This is the beginnings of a street plan, and then I'm going to turn it over to

Ken, that actually shows you how it actually knits into the surrounding fabric. Now in this case, we've changed the orientation, west is to the upper portion of the slide, and you can see how we're developing 3rd Street, which is very interesting because you can see the street all along the top of the slide, which really will bring you into the site and allow access to a significant waterfront park.

You can start to see that waterfront park on the right-hand portion of the drawing. And we're going to go into that in detail and I'm going to have Ken describe it to you. You can also see towards the bottom of the drawing how we've incorporated parking, which is very important to the local community, and we have quite a lot of structured parking, as Mitch went through, but it's inside the building so that we wrap the entire building with all active edges.

You can see just a few other details here, which includes that sort of purplish color at the corner, that's meant to be retail on a little plaza. We'll show you a drawing of that. And the reddish area which represents community facilities, both on 26th Avenue, and another one facing into the public plaza. Next.

Ken, Why don't you take us into some of the open spaces, please?

MR. SMITH: Sure. The project open space is focused on reconnecting the Halletts community to the waterfront, in terms of providing that generous public open space and environmental sustainability and resilience. This shows the principal parts of the proposal. Next please.

Principal features include an organic design, native plants, and stormwater infiltration rain gardens, as well as social seating, terraced lawns, health and wellness stations. A key feature of the development is raising the site grades to protect from storm surge and flooding. Next please.

This is a view of the corner of 26th and 3rd, where Jay pointed out the retail area that could well have an outdoor cafe terrace. Next.

This is a view of new 3rd Street with landscaped stoop gardens and smaller scale building entrances and views of the waterfront. Next please.

This is a view of the waterfront approach where the waterfront really begins to open up as you reach the terminus of 3rd Street. Next.

This is the view of the waterfront public access area showing the connections to adjoining sites which will in the future provide a continuous waterfront access, as Jay was pointing out earlier. Next please.

This shows the view of the terraced lawns, the rain gardens, and social seating, public seating, and trees. And next please. And this is the night view, where you really have the drama of this site and the bridges and the water beyond.

MR. VALGORA: Ken, the only thing I would add to this is as we finish the design presentation is we've had the privilege of working in this community for over 15 years. We've worked with many of the community groups. We've had the privilege of working with Astoria houses, the local housing area that is there, we've worked with neighborhood groups, the community board, we've worked with elected officials and we work closely with City planning.

And I'm just excited to have the opportunity to show this to you today, to answer your questions because our goal here is nothing less than to create one of the most outstanding waterfront public parks and open spaces, not only in Queens, but in New York City. We'll be happy to take your

questions at the end of the presentation.

I think at this point we're going to turn it over to Christina, who's going to talk about the Draft Scope of Work.

MS. SZCZEPANSKI: Thanks, Jay. Good afternoon. My name is Christina Szczepanski from Philip Habib and Associates. I will provide an overview of the Draft Scope of Work which provides the framework for how the Draft Environmental Impact Statement will be prepared. Next slide, please.

The Draft Environmental Impact Statement, also referred to as the DEIS, will be consistent with the guidelines of the City Environmental Quality Review Technical Manual, also referred to as a CEQR Technical Manual, which is the standard guidance document for environmental analysis and review in the city. CEQR is a disclosure process by which decision makers evaluate the potential environmental consequences before approving a discretionary action.

CEQR compares the Future No-Action Condition to the Future With-Action Condition through a reasonable worst-case development scenario. The EIS will analyze the incremental changes that could reasonably be expected to occur if

the proposed action is adopted. Public comments will be incorporated into the Final Scope of Work. Then a DEIS will be prepared in accordance with the Final Scope of Work, which will then be published for public review and comment.

A public hearing will be held on the DEIS in which all comments received during the hearing will be incorporated into the Final EIS. Next slide, please.

As described earlier, the applicant's proposed project is a mixed-use, primarily residential building. In addition to the applicant's development site, one other lot is located within the proposed rezoning area, which is outlined in blue on the map. While this site is not under the control of the applicant and there are no current plans to develop this site, based on the criteria outlined in the CEQR Technical Manual, it is considered a Projected Development Site for conservative environmental analysis purposes.

It is assumed that this Projected Development Site could be developed with 265 residential dwelling units and approximately 15,000 square feet of retail in the future as a result of the proposed actions. A reasonable worst-case development

scenario was established for the 2031 future with and without approval of the proposed actions.

In the absence of project approval, referred to as the No-Action condition, it is assumed that both sites within the project area would be developed with as-of-right warehouse uses in the future. With the approval of the requested actions, referred to as the with-action condition, it is assumed that the applicant's proposed project -- I'm sorry there's an echo happening.

MR. KORBEY: Christina, just pause for one moment.

MS. SZCZEPANSKI: Should I continue?

MR. KORBEY: Yes, please.

MS. SZCZEPANSKI: Okay. As shown in this table, when comparing the No-Action Condition to the With-Action condition, the proposed actions are expected to result in a net increase of approximately 1,665 residential units, approximately 18,590 gross square feet of retail space, 9,745 gross square feet of community facility space, over 43,000 square feet of publicly accessible open space, and a net decrease of approximately 201,000 gross square feet of warehouse space.

This incremental difference between the No-Action and With-Action condition highlighted here in this table, will serve as the basis of the impact analyses in the DEIS. Next slide, please.

As detailed in the Draft Scope of Work, the proposed project triggers analysis of 16 of the 19 impact categories outlined in the CEQR Technical Manual, which are listed on this slide. The Draft Scope provides a detailed outline of how these technical areas will be examined, and for each of the technical areas, it identifies study areas, types of data to be gathered, and how these data would be analyzed, and potential impacts quantified when appropriate.

I will briefly discuss a few key areas. For example, as the proposed actions would introduce new residents to the area, it triggers an analysis of socioeconomic conditions as well as public schools, libraries, and childcare centers. The residents introduced to the area by the proposed actions would also increase demand for use of publicly accessible open spaces, and therefore, an analysis of open space resources is triggered.

The proposed actions would also

result in changes in the urban design and visual character of the study area, and therefore, this technical area will be evaluated in the DEIS. The proposed actions would result in an increase in the number of vehicular trips and increase ridership on mass transit facilities. It would also affect pedestrian movements in the area due to the increased number of residents.

Therefore, the transportation analysis will analyze the changes to traffic, transit, pedestrian, vehicular and pedestrian safety, and parking conditions as a result of the proposed actions. Next slide, please.

In addition, the DEIS will include a mitigation chapter which would describe mitigation measures to address any significant adverse impacts that are identified in the technical analyses. Finally, an alternatives chapter will be included in the DEIS to evaluate reasonable options that may reduce or eliminate significant adverse action-related impacts.

The alternatives are usually defined when the full extent of the Proposed Action's impacts are determined. At this time, the DEIS is expected to analyze a no-action alternative and an

alternative that reduces any identified significant adverse impacts. Other additional alternatives may be developed in consultation with the Department of City Planning during this scoping process. The Draft Scope of Work can be viewed in its entirety online at the Department of City Planning's website. Thank you. I will now turn it back over to Olga Abinader.

MS. ABINADER: Thank you, Christina. At this moment, we're going to move on to part two of today's public scoping meeting. At this moment, we're going to receive testimony from elected officials and community board leaders, as well as leaders from government agencies. I'll note that when it is your turn to speak, your name will be called and you will be promoted to panelist in Zoom, if you have joined us via a computer, a tablet, or a smartphone. This will allow you to unmute your microphone and will give you the ability to turn on your camera.

There will also be a short period where it will appear that you are no longer in the meeting. It is just a brief pause, so do not be alarmed if that happens to your screen. You will be able to join the meeting and provide your information. I will note now that if any speakers experience any technical issues that prevent them from sharing their

testimony today, we will pause for a minute and then move on to the next speaker to allow for troubleshooting to happen in the background.

Please note that we will call your name at a later time. If this happens to you, please be sure to visit the How To guides on the NYC Engage Portal and website for assistance. Also for assistance, callers listening in today should hang up the phone and dial (877) 853-5247. When prompted for a meeting ID dial 618-237-7396. Press pound to skip the participant ID and press the number one.

I will note also that our web address on this instruction slide appears to show Project Commodore in the instructions. We truly apologize, that is an error on our part. Please select Halletts North under the upcoming meetings page and nyc.gov/engage and that will take you to the correct project. Again, it is the Halletts North Project and we do apologize for that inconvenience.

All right. I will now go to my colleagues who are providing me with a list of our speakers who we're ready for. Our first speaker is an elected official, district leader, Shawna Morlock. Shawna Morlock, please unmute yourself. And we are now ready for your testimony.

MS. MORLOCK: Hi. Sorry, I'm on my kid's Zoom account.

MS. ABINADER: No problem.

MS. MORLOCK: Thank so much. Yeah. I'm just dialing in to obviously hear from other people and their concerns about, you know, the issues that can arise in areas like Long Island City where over-development has been a huge strain on the infrastructure. Like, I have friends who live in these buildings where when it rains, they can't flush their toilet. And that, you know, the crumbling infrastructure that has not been updated, you know, in the last 100 years just isn't capable of taking another 1400 people possibly. So I mean, this is just a preliminary concern that I might have. I'm happy to see, you know, what the research is on it.

But again, like, and I live on 37th Street, so I'm very close to this and I go down to Astoria Houses a lot for, you know, for volunteering opportunities. And it's also like, I just want to make sure that the residents who live here aren't going to get pushed out of, you know, of the communities that they've grown up in. And obviously, gentrification and displacement is like a really big concern for the people in my community. So

this is essentially why I'm joining. And thank you for hearing me.

MS. ABINADER: Thank you for your testimony. We'll now move on to our next speaker, Community Board Representative, Evie Hantzopoulos. And I apologize if I mispronounced your name. Evie Hantzopoulos, please unmute yourself, we're ready for your testimony.

MS. HANTZOPOULOS: Hi. This is Evie. I'm not here to speak on behalf of the Community Board. I think there's actually a community board member here who's doing that, list area. So I just wanted to make sure that this is the proper time for me to go before I talk.

MS. ABINADER: Okay. Well, we apologize for the inconvenience. We're going to call you as our first speaker for our next group. So please hang on tight while I provide those instructions. Thank you, Evie, and we will be with you very shortly. All right, now, checking with my colleagues to see if there are any others who wish to speak, who are speaking on behalf of the full community board or who are leaders from government agencies, or elected officials at this time.

I am not seeing that there are

any other speakers at this time who are part of this group. So we're going to now move on to Part three of today's public scoping meeting, where members of the general public have the ability to join us and provide testimony for up to three minutes. At this time, I'm going to ask our production team to display a three-minute countdown clock on the screen. So let's give ourselves a couple of minutes, so that's set up before we call, once again, on Evie Hantzopoulos. All right, looks like that is up online. Evie, we are now ready for you. Please unmute yourself.

MS. HANTZOPOULOS: Hi. Okay. Thank you so much. So I have a lot of concerns about this project. I feel that, first of all, the notification to the public about this meeting was inadequate. I didn't see anything on social media from the Department of City Planning or from the community board. So I am not confident that members of the community, including members who live in the surrounding area, were informed of this meeting. And I think that's highly problematic.

I have given some feedback at the community board meeting, but I think my biggest concern is the type of housing that is going up right now. This is predominantly luxury housing at a time

when we need affordable housing and truly affordable housing in this community. In terms of the option that was selected for the MIH, I believe Option One is selected and that's only going to be 25 percent of the total of the units, which means 75 percent will be luxury housing. And that option does not reflect the per capita income of the Astoria Houses which is just below where it's being developed.

So for example, just to talk about some figures. For CB one, the AMI is about $63,000 if you're a renter. But for the census tract that Astoria Houses falls in, the area median income is just over $26,000. So by selecting Option One, even though that is supposed to be affordable housing, it is well out of reach for the people who live in that community. So they will not be able, as generally speaking, to qualify for any of those affordable units in that luxury development. Never mind the market rate housing, I'm talking about the affordable housing units. So there should be a deeply affordable option.

Do we need to address this or is it retorical?

I'd also like to know what subsidies and what tax abatements, the developer is going to receive for this. I heard, I believe the architect say that this was going to be public space.

I thought it was just going to be open space. So if it is public space, then that means that it's public land. So I'd like clarification on that. Whether the public space is actually going to be public land and public space, and not private space that is open to the public because there is a difference there.

He mentioned all the parks in the necklace. All of those except for the Shore Towers are public parks. And so if there's going to be any waterfront space here, it should be fully public. I'm also concerned about the volume of cars that will be here at a time when we need to get cars off the road. I don't see any bike lanes anywhere. And bringing more cars and traffic to this area is not good for that community, particularly since they are already experiencing environmental burdens, being next to peaker plants and power plants and highways and all that.

So bringing more cars to this area is also not good for the surrounding community as well as for the district as a whole. Thank you.

MS. ABINADER: Thank you so much for your comments. All right. We do want to clarify that as this is a public scoping meeting, we do not answer questions directly. What we do provide is a

forum for participants to provide their comments and we respond to them formally in writing, in connection with the final scope of work to be issued with the environmental review materials.

So thank you very much and I just wanted to make sure that that's clear. I know that there was an announcement earlier about taking questions at this time. This is not again, a forum for questions and answers. It is a public scoping meeting where we receive comments and respond formally in writing.

All right. Thanks very much to all for your patience. I'm now going to call on the next two speakers. Our next speaker, speaker number three is Carlos Cano. Carlos Cano. And speaker number four will be Teresa McKinney. Carlos Cano, if you are able to unmute yourself, please do so. I apologize if I mispronounced your name.

MR. CANO: No. It's correct. Thank you.

MS. ABINADER: Okay. We're ready for you.

MR. CANO: Thank you very much. I'm Carlos Cano. I'm the Senior Director of Urban Upbound from Programs and Development. And on behalf

of the organization, which is a community based organization with a site in Astoria Houses, and with a mission to break the cycle of poverty in the neighborhoods, NYCHA developments, and also any low income neighborhoods in New York City. We believe in giving a hand up and in order to best serve our neighbors, it's critical that we are physically present in the community, that way we maintain our site in Astoria.

We're excited to partner with the applicants to take on new community facility space in this building. I don't think it was mentioned earlier, well not specifically. It will complement our current space which is much smaller. From the space, we plan not to only run an economic incubator that connects people to the jobs that come along with a new development, but we will also manage additional community facility space that other neighborhood non-profits can benefit from.

As the Department and the applicants complete their environmental review, we urge them to consider all the positive benefits a development like this can bring to the neighborhood. Increased open space, coastal resiliency, a space for non-profits to promote education and jobs, real jobs

that build up the presence of many hundreds of new neighbors.

In the space in the new building, Urban Upbound will be dedicated to connecting existing neighborhood residents to these opportunities and are happy to have built a strong relationship with the applicant team. We have been developing, for example, non-profit work on businesses for the community. We have five so far, and we definitely need more resources and more space in order for these businesses to gather, to be able to share with the community.

That's one of the many benefits that I'm talking about here, in addition to what has been already expressed earlier. I believe that's all we have to say for now and I appreciate the opportunity to share this, again, our excitement about this project. Thank you.

MS. ABINADER: Thank you. We'll now move on to her next speaker. That is Teresa McKinney. Teresa McKinney, please unmute yourself. We'll give Teresa McKinney a few seconds as we are again adjusting to this remote meeting format. Teresa McKinney?

MS. MCKINNEY: Yes. Good

afternoon.

MS. ABINADER: Good afternoon.

MS. MCKINNEY: I'm Teresa McKinney and I'm a long-time resident of Astoria Houses. I've been living out here for 40-plus years. And it kind of concerns me when people speak in reference to Astoria Houses who do not live in a neighborhood. And you know, it's very concerning, but also, you know, the miscommunication or misinformation on certain things.

I was told that the housing is, the development is affordable and I'm looking forward to applying in one of the houses, but I'm also happy about and excited about many opportunities that the project is going to bring forth, especially the access to the waterfront, you know, on the part of the peninsula and hopefully, you know, and time soon that it will connect as far as Astoria Park.

I'm glad to know that it considers the open space, you know, and the acres of waterfront that it's going to create for the open space for the public. We as Astoria Houses, because I'm a representative out here, also grateful to the site that will be raised up for our entire neighborhood to become more resilient, I'm sorry, to

the coastal flooding, you know, because -- because of, sorry, Hurricane Sandy, you know, we underwent a lot of damage that came forth out here and we actually appreciative to the change.

Also last but not least, our residents of Astoria, you know, remain in need of economic and educational opportunities. We're happy to know that the owners are committed to a serious local hiring plan and that also they are partnering with non-profits to take space within the buildings. These organizations know best how to prepare our youth for future and prepare them for job opportunities created by new development. So we're actually excited for that and looking forward to the changes that are to come.

MS. ABINADER: Thank you so much for your testimony. All right at this time, we're going to move on to our next speaker. I will note that the speaker appears not to have joined us in Zoom, so we're not sure if the speaker is going to be able to provide a testimony. We'll call on them anyway. Speaker number five, and please, I apologize if I mispronounce your name. Waael Abdallh. Waael Abdallah, if you're in the Zoom meeting now, we're ready for your testimony.

It doesn't appear that Waael Abdallh is part of the Zoom meeting at this moment. So we are going to now move on to any speakers, any members of the public who have chosen to call into our Zoom meeting and did not register to speak to doing the dial-in hotline. Any speakers who have called in and have not registered, please let us know that you'd like to provide testimony by dialing, *9. *9, please. If you dial *9, that will indicate to the Department of City Planning, that you still wish to provide testimony.

Let's see if anyone would like to join us and provide testimony who has called in and has not yet registered to speak. Let's dial *9, let's see if anyone has joined us and would like to provide their testimony. Once again, *9 will alert us that you would like to provide testimony over the phone. Please stand by as we try to see if anyone has joined us for this segment of the scoping meeting.

Okay. Just checking in with my colleagues to see if we have any dial-ins. And I'm not saying much information by way of dial-ins, but we'll give them a couple of seconds more to see if anyone has dialed in and would like to provide testimony. Okay. I'm hearing -- seeing from my

colleagues that there is no one who has signed up to speak, who has alerted us that they'd like to speak at this time.

Once again, I'll just give one more opportunity for Waael Abdallh, Waael Abdallh to join us. It appears that that person still is not with us today. So at this moment, we're going to take an approximately five-minute break. I'm going to ask my colleagues from the production team to display the five-minute countdown clock. We're going to take a five-minute break. So anyone who chooses to provide testimony and would just like to register over the break, can join us to do that.

Once again, please register online by joining us at www.nyc.gov/NYCEngage, select the Future Meeting's page and select the project, Halletts North, so we can guide you as to how to join the meeting and provide testimony. The time is approximately 3:06 p.m. And at approximately 3:11 p.m., we're going to be joining you once again so we can resume our meeting. Thanks everyone, and we will see you shortly.

(OFF THE RECORD)

MS. ABINADER: All right. Thank you and welcome back, everyone. You are tuning into

the remote public scoping meeting for the Halletts North proposal. For the record, the proposal's CEQR, or City Environmental Quality Review No. is 21DCP138Q. My name is Olga Abinader. I'm the Director of the Environmental Assessment and Review Division at the New York City Department of City Planning. And I'm hosting today's meeting.

We are currently on part 3 of today's public scoping meeting, where we're giving members of the general public an opportunity to speak and provide testimony on the Draft Scope of Work for the proposal for up to three minutes. To all who wish to speak, please remember that the three minutes will expire. And once they do, we will signal that you should conclude your remarks to allow for the next person to speak.

Now, we did have a five-minute break where we allowed members of the public who wish to provide testimony, the opportunity to register and join the Zoom meeting or otherwise call in. And it looks like over the break, we did receive one caller who has decided to provide testimony. And that is Vanessa Jones-Hall. Vanessa Jones-Hall, please dial *6 to unmute yourself. We're ready for your testimony.

We'll give Vanessa just a moment to dial *6 to unmute themselves to provide testimony. Vanessa Jones-Hall, we're ready for your testimony.

MS. JONES-HALL: Good afternoon, everyone. Can you hear me?

MS. ABINADER: Good afternoon. We can.

MS. JONES-HALL: Good afternoon. Awesome. I would like to give testimony on this, you know, I been watching the start of your presentation. We have so many buildings coming up here that talks about affordable housing. I mean, my family has been in this community since 1951, so we definitely have beared witness to the definite changes that have come about in the community as the years have gone by.

And I have gone to countless meetings and attend countless Zoom meetings on a lot of these developers that wish to come in and build these beautiful tall buildings in our neighborhood along the waterfront and just around the surrounding area. But the concern, like I have heard from Evie and maybe some others that is talking about, when you took about affordable housing, it's not true affordable housing.

I see that it's not giving the

residents, in not only just the Astoria Houses where I live, but even those residents that live in surrounding areas, not a fair shake to be able to move in those buildings or in those complexes that allow us the opportunity and a fair chance to move there. I think that even when you talk about the public spacing, many times we will find that they'll say, oh this is public space, and it makes it sound like we all are able to partake in this public space, find out that this is not true. This is just something that they were talking about to be accepted and then find out that things have changed according to whatever zone or whatever other rule or section has come about. And this is allowing a lot of things that's going on.

And my concern is, you can say one thing and present another, but then when it comes down to actually putting it all together, there's a lot of changes made in what you presented in the first time. But I just wanted to be heard to let it be known that we all deserve the same thing, better quality of life, good, great living, and just the opportunity as a fair chance to be a resident of those buildings as well. As opposed to the way things are set up is that we're being barred from being given that opportunity of the same chances everyone else is

looking for.

And I just hope that these developers come and look upon as in this community as we want them to accept -- they want to be accepted as part of this community, to accept us in the community that you're coming in that already has been established and to come in with the respect. And just wanted to let it be known that we deserve, all, a fair chance to this. Thank you.

MS. ABINADER: Thank you for your testimony. We're going to move on to our next speaker who was listed at speaker number six. And that is Anju J. Rupchandani. Anju J. Rupchandani, please unmute yourself if you have joined us in Zoom.

MS. RUPCHANDANI: Hi. I'm Anju J. Rupchandani, Executive Director for Zone 126, a cradle to college to career organization located specifically in Astoria and Long Island City. Thank you for giving me this opportunity to speak. Zone 126 has been around for the past ten years supporting children, youth, and families at PS 171, IS 126, and Long Island City High School, specifically focusing on the families of Astoria Houses, Ravenswood Houses, and Queensbridge Houses.

I am a Long Island City

resident. I grew up in Astoria, Queens, not specifically in NYCHA, and I've spent the past 40 years along with my family out here. And what I'd have to say is when new development comes to the neighborhood, it's important that we ask what role that new development can play in addressing long-standing inequities. Connecting young public housing residents to tutoring, mentoring, and after-school opportunities, as well as SAT prep is a great way to address inequity and promote opportunity within our community.

It is heartening that the application has approached Zone 126 to discuss a chance for us to build upon our work in the community and establish a new headquarters and programmatic space within their building. In this space, we hope to build upon the work we've done in our new modern space that welcomes our staff and program participants alike.

We are looking forward to being a part of this new development and further deepening our connection and our roots to the Halletts Point Peninsula in NYCHA Astoria Houses. Thank you so much.

MS. ABINADER: Thank you for your testimony. All right. At this time, I'm going

to be checking in with my colleagues to see if there any others who wish to provide testimony today. All right. We do have another speaker who appears to have indicated that they wish to provide testimony today. Unclear as to whether or not they will be able to provide testimony. It appears they're not in our meeting. But we do have another registrant. The name is Jeff Martin. Jeff Martin, if you're able to hear me, please unmute yourself. If you have joined us over the telephone, *6 will do it. If you're joining us on Zoom, please find the unmute function and we'll be able to hear you.

Okay. It does appear that Jeff Martin is having technical difficulties. So once again, we're going to open the floor to anyone from the public who has dialed in. Again, anyone from the public who has dialed into our scoping meeting, you did not register to speak using our dial-in hotline, please tell us that you'd like to provide testimony by dialing *9 nine on your telephone right now.

Once again, *9 on your telephone, dial that and you will be noted as someone who would like to provide public testimony. Once again, dialing *9. We'll give people a few seconds to see if anyone chooses to dial *9, and that will tell

us that they'd like to provide testimony. In the meantime, if Jeff Martin has joined the Zoom meeting, Jeff Martin has joined the Zoom meeting, please indicate to us that you would like to provide testimony if that is still the case.

MR. MARTIN: Hi, Olga.

MS. ABINADER: Yes. Jeff Martin we are able to hear you.

MR. MARTIN: Yes. Thank you. Sorry. I did sign up to testify, but I'm actually going to hold my testimony until -- I'm part of the Land Use Committee. So we're going to have a meeting later this week. I'm going to hold my testimony until we can provide written testimony as part of the Land Use Committee.

MS. ABINADER: Thank you very much for letting us know. We will be displaying our e-mail address if you would like to provide your testimony over e-mail. All right. Thank you very much. Let's see if there are any other speakers who wish to provide testimony today at the public scoping meeting for the Halletts North Proposal. Any callers, may dial *9. Anyone in Zoom, please let us know if we've already called your name.

Okay. I am not seeing from my

colleagues that we have any other speakers who wish to provide testimony at this moment. Once again, this is a last call for anyone who would like to provide testimony. Not seeing that anyone has signed up, but we will give people just a few more seconds to see if there's anyone who changes their mind and would like to speak at this particular setting. So thank you for bearing with us. Please, just hold on for one more moment just to see if anyone else would like to provide testimony.

And once again, if anyone who has called in and has not registered, if they'd like to provide testimony, dialing *9 on their telephone will let us know that they are interested in providing verbal testimony today. Once again, dialing *9 will tell us that you'd like to speak today. Giving a few more moments. Okay. Checking in with my colleagues, it appears that we have no new registrants and no one else would like to provide testimony at this time.

So I'd like to ask our production team to please display our e-mail address and our mailing address so that anyone wishing to send us written comments either by e-mail or regular mail can have that information, which of course I will read out loud for anyone who is calling and would like to

just hear that information once again. So giving one moment for our production team to display information on the screen. Thank you. It looks like we've got that up now.

So once again, anyone who had difficulties providing testimony today, please recall that you may submit written comments that will be accepted by the agency, Department of City Planning, on behalf of the City Planning Commission through Thursday, April 1, 2021. I'll note that comments can be e-mailed to the following e-mail address, 21DCP138Q_DL@planning.nyc.gov. Again, 21DCP138Q_DL@planning.nyc.gov.

Anyone wishing to provide comments over regular mail, can address them to the New York City Department of City Planning, Environmental Assessment and Review Division. Attention: Olga Abinader. And our address is 120 Broadway 31st floor, New York, New York, 10271.

Again, we'll be receiving comments through the close of business on Thursday, April 1, 2021. The time is currently 3:24 p.m. and the public scoping meeting is now closed. Thank you to everyone for taking the time out of their day to join.

(At 3:24 p.m., the proceedings were concluded.)

STATE OF NEW YORK)
SS.
COUNTY OF NEW YORK)

I, MARC RUSSO, a Shorthand (Stenotype) Reporter and Notary Public within and for the State of New York, do hereby certify that the foregoing pages 1 through 64, taken at the time and place aforesaid, is a true and correct transcription of my shorthand notes.

IN WITNESS WHEREOF, I have hereunto set my name this 14th day of April, 2021.

_____
MARC RUSSO