A. INTRODUCTION

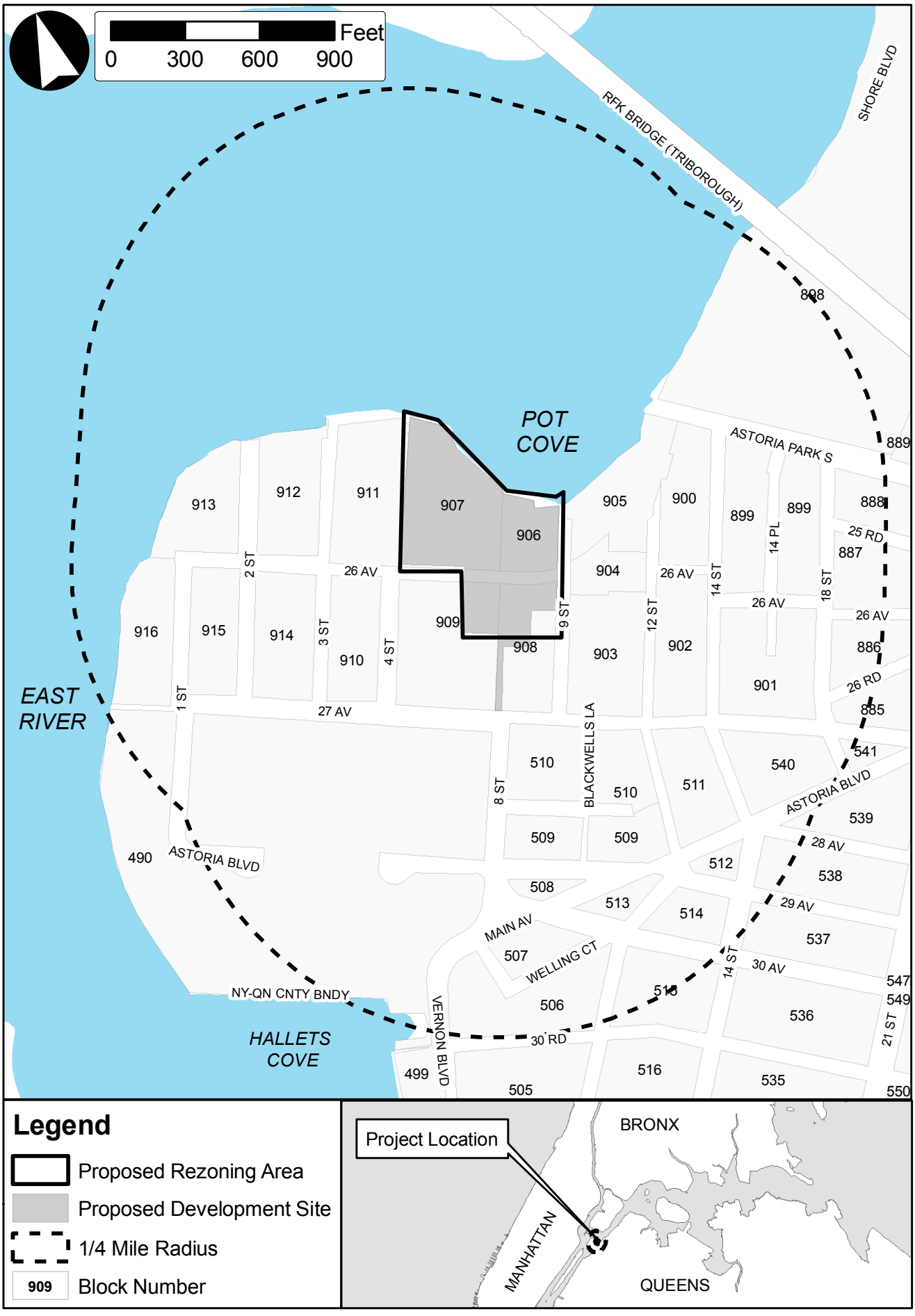
The Applicant, 2030 Astoria Developers, LLC, is seeking a zoning map amendment, a City Map amendment, a zoning text amendment, Large-Scale General Development (LSGD) Special Permits, a waterfront Special Permit, authorizations to modify waterfront public access area requirements, and a waterfront certification by the NYC City Planning Commission (CPC) Chairperson (collectively, "the Proposed Action") affecting an approximately 8.7-acre site in the Astoria neighborhood of Queens Community District 1 (see Figures 1-1 and 1-2).

The Proposed Action will facilitate a proposal by the Applicant to develop a new approximately 2,189,068 gross square foot (gsf) mixed-use development on approximately 377,726 sf of lot area (the "project site"). The proposed project would be comprised of approximately 1,689 dwelling units (approximately 1,689,416 gsf of residential floor area), of which 295 dwelling units would be affordable; approximately 109,470 gsf of local retail space, including an approximately 25,000 gsf supermarket; a site for an elementary school with approximately 456 seats (K-5); approximately 900 accessory parking spaces; and approximately 83,846 sf of publicly accessible open space. The anticipated Build Year is 2023.

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

- A zoning map amendment to rezone the project site from M1-1 and R6 to R6B, R7-3 with a C2-4 commercial overlay, and R7A with a C2-4 commercial overlay;
- A zoning text amendment to extend the Inclusionary Housing Program (IHP) to the portion of the project site zoned R7-3 by making it an Inclusionary Housing Designated Area pursuant to Zoning Resolution (ZR) §23-952 and Appendix F;
- LSGD Special Permits (i) pursuant to ZR §74-743(a)(1) to allow for the distribution of floor area from the non-waterfront zoning lot to the waterfront zoning lot that comprise the LSGD; (ii) pursuant to ZR §74-743(a)(2) to authorize a reduction in distance between Building 2 and Building 3; and waive court requirements for Buildings 1, 2, and 3; and (iii) pursuant to ZR §74-743(a)(6) to waive requirements for the minimum distance between Building 5's windows and the western lot line; and extend the Special Permits' vesting term to ten years under ZR §11-42(c);
- A waterfront Special Permit pursuant to ZR §62-836 requesting modifications to yard, height and setback, tower footprint size, and maximum width of walls facing the shoreline;
- An authorization pursuant to ZR §62-822(a) to allow modifications of the area and minimum dimension requirements of waterfront public access areas and visual corridors under ZR §62-50;
- An authorization pursuant to ZR 62-822(b) to allow modification of the requirements of ZR §62-60 (Design Requirements for Waterfronts Public Access Areas); and
- An authorization pursuant to ZR §62-822(c) to permit the phased development of the waterfront

Project Location Map





Astoria Cove

Figure 1-2
Project Location - Aerial Photo

public access area, as modified by the above-referenced authorizations;

- A City Map amendment for the establishment of 4th Street from 26th Avenue to the waterfront public access area and elimination of 8th Street from 27th Avenue to the U.S. Pierhead and Bulkhead Line.

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, as modified by the above-referenced authorizations; and

The Applicant also intends to seek New York City Housing Preservation and Development (HPD) approval of an Affordable Housing Plan pursuant to the Inclusionary Housing Program and potential financing from City and/or State agencies including HPD, the New York City Housing Development Corporation (HDC), and/or NYS Homes and Community Renewal (HCR) for affordable housing construction.

In addition, the proposed project requires approvals from the U.S. Army Corps of Engineers (USACE) and the New York State Department of Environmental Conservation (NYSDEC) for new stormwater outfalls to be located at the end of 4th and 9th Streets. NYSDEC approval will also be required as part of the proposed waterfront esplanade falls within a NYSDEC-regulated wetland adjacent area. 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 project site involves more than one acre.

B. EXISTING CONDITIONS

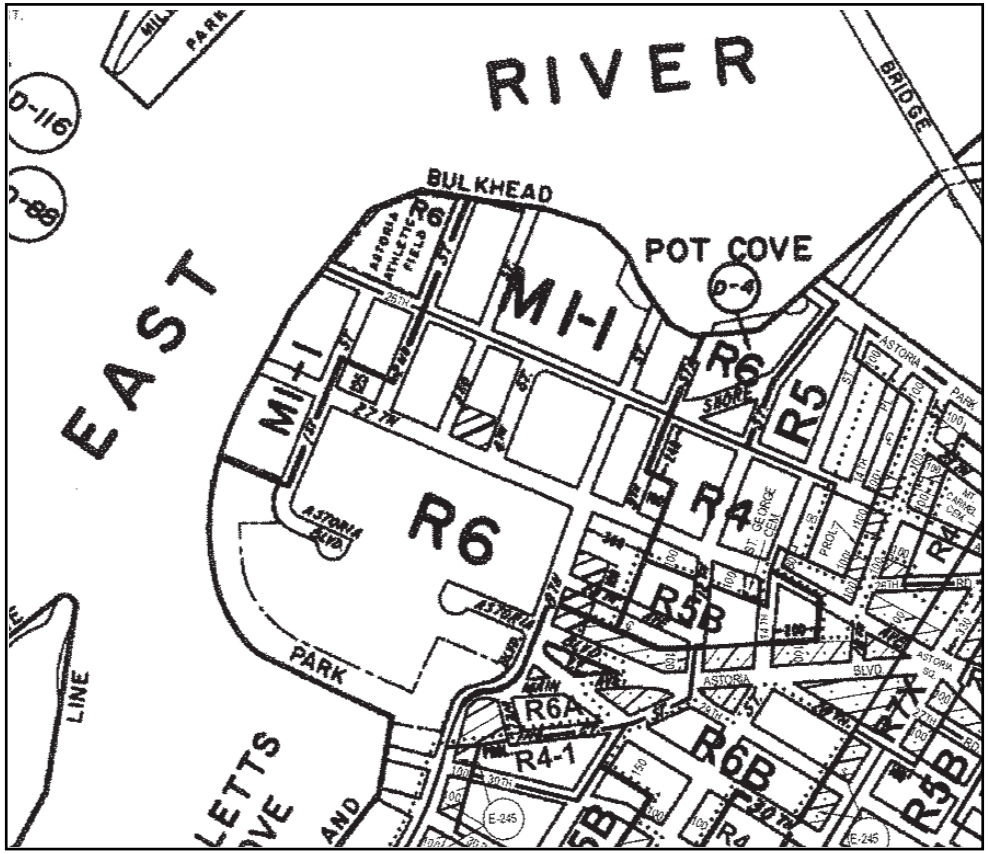
The decline of the New York City industrial/manufacturing sector during the past three decades has left many properties in this part of Queens vacant or underutilized. While the industrial sector has declined, residential populations in adjacent communities have substantially increased, leading to greater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

As indicated in Figure 1-3, currently, to the north of 26th Avenue, the project site is zoned M1-1; on the two lots south of 26th Avenue, the project site is zoned R6. The M1-1 zoning designation allows high performance manufacturing and industrial uses north of 26th Avenue and R6 for residential uses south of 26th Avenue. M1-1 districts also allow commercial and low-density light manufacturing uses, as well as certain community facility uses such as houses of worship and schools. M1-1 districts permit a maximum Floor Area Ratio (FAR) of 1.0. However, residential uses are not permitted. R6 zoning districts are medium-density residential districts a maximum FAR of 2.43, which can range from neighborhoods with a diverse mix of building types and heights to large-scale "tower in the park" developments.

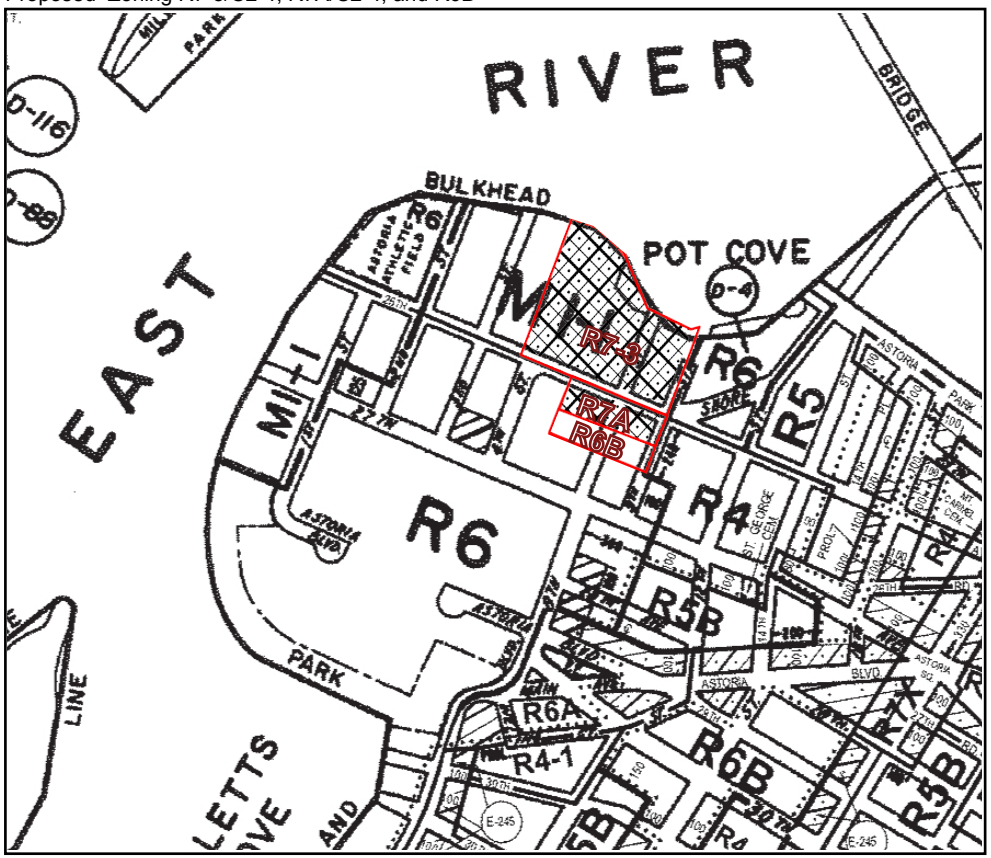
The project site, which is under the Applicant's control, comprises the following:

- A total of 377,726 sf of lot area, including approximately 292,155 sf along the waterfront (Block 907, Lots 1 and 8; and Block 906, Lots 1 and 5);
- Approximately 85,571 sf of upland area located along 26th Avenue between 4th Street and 9th Street (Block 908, Lot 12 and Block 909, Lot 35);
- A total of seven buildings with warehouse and industrial uses (with a combined total floor area of approximately 194,700 gsf)

Existing Zoning M1-1 and R6



Proposed Zoning R7-3/C2-4, R7A/C2-4, and R6B



Proposed Zoning District Boundary

Proposed C2-4 Commercial Overlay

Astoria Cove

Figure 1-3

Existing and Proposed Zoning Districts

- Bus/vehicle storage (on the upland portion of the project site);
- Approximately 100 accessory parking spaces;
- Shoreline protection measures in the form of riprap;
- Two mapped but unbuilt segments of 8th Street (to the north and south of 26th Avenue); and
- A portion of 26th Avenue west of 9th Street, which is currently unimproved.

In total, there are fourteen businesses located on the project site with a total of approximately 80 employees. These businesses include industrial/warehouse uses, school bus storage, contracting and carpentry uses.

C. PURPOSE AND NEED FOR THE PROPOSED ACTION

The Proposed Action is intended to provide opportunities for new residential and commercial development, as well as enhance and upgrade accessibility to the area's waterfront. The Applicant intends for the Proposed Action to create opportunities for new housing development, including affordable housing, on underutilized and vacant land formerly used for manufacturing purposes and where there is no longer a concentration of industrial activity and strong demand for housing exists.

The proposed zoning map change is needed to permit construction of the proposed project. This would allow the redevelopment of the project site, a former waterfront industrial site, into an economically integrated mix of residential and local retail uses consistent with the planned and anticipated redevelopment of nearby waterfront sites to the west and complementary to the existing neighborhood to the south and east. Thus, the Proposed Action would allow the Applicant to maximize use of its property while producing new waterfront development, which is sensitive to the adjoining neighborhoods.

In addition, it is the Applicant's position that the Proposed Action significantly advances 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 Action would allow the Applicant to build-out the currently mapped (but unbuilt) segment of 8th Street (north of 27th Avenue) as a pedestrian walkway, as well as the unimproved and currently inaccessible segment of 26th Avenue for improved vehicular circulation. The Proposed Action would also allow the Applicant to map 4th Street and to develop a public access easement along the waterfront. Together, these street network changes would be expected to complete the existing street grid and improve traffic and pedestrian flow in the area. Thus, the Proposed Action would allow for the creation of physical and visual access to the waterfront, including a publicly accessible waterfront esplanade with a possible linkage to the existing publicly accessible waterfront plaza at Shore Towers Condominiums to the east.

The proposed LSGD and waterfront Special Permits, including waivers of height and setback requirements, are needed in order to redistribute floor area across the entire project site, including both the waterfront and upland parcels, 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 districts. 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 ACTION

Proposed Zoning Map Changes

The Proposed Action includes an amendment of the City's zoning map to rezone the project site from the existing M1-1 and R6 to R6B, R7-3 with a C2-4 commercial overlay, and R7A with a C2-4 commercial overlay, as illustrated in Figure 1-3; a portion of the R6 district would remain. The proposed zoning districts would allow residential uses on the entire project site, which is prohibited under the existing M1-1 zoning on the waterfront parcels. It would also allow a wider range of commercial uses through the mapping of a commercial overlay.

From R6 to R6B and R7A

The existing R6 zoning designation in the rezoning area would be replaced with contextual medium-density R7A and R6B residential zoning districts. The existing R6 zoning is a medium-density residential district with a maximum FAR of 2.43, which can range from neighborhoods with a diverse mix of building types and heights to large-scale "tower in the park" developments. Heights of buildings within R6 districts are governed by height factor regulations which often produce tall buildings set back from the street and surrounded by open space and on-site parking. There are no height limits for height factor buildings although they must be set within a sky exposure plane which begins at a height of 60 feet above the street line and then slopes inward over the zoning lot.

As shown in Figure 1-3, the proposed R7A district would be mapped along the southern portion of the rezoning area along the south side of 26th Avenue between 4th Street and 9th Street on portions of Block 908, Lot 12 and Block 909, Lot 35. R7A is a contextual residential district, which permits Use Groups 1 through 4 as-of-right with a maximum FAR of 4.0 for residential and community facility uses. This zoning district allows maximum building heights of 80 feet and streetwall heights of 40 to 65 feet. The building form encouraged by R7A regulations would result in residential buildings that are consistent with the scale, streetwall, and density of the existing buildings in the surrounding area.

As shown in Figure 1-3, the proposed R6B zoning district would be mapped south of the proposed R7A district on portions of Block 908, Lot 12 and Block 909, Lot 35. R6B is a contextual residential zoning district, which permits Use Groups 1 through 4 as-of-right and has a maximum FAR of 2.0 for both residential and community facility uses. Streetwalls in R6B districts can rise 30 to 40 feet, with a maximum building height of 50 feet. The proposed R6B district, with lower bulk, height, and streetwall requirements, would provide consistency with the existing built context of nearby low-scale areas.

From M1-1 to R7-3

The existing low-density M1-1 zoning designations on the project site's waterfront parcels would be replaced with a contextual medium-density R7-3 residential zoning district, which would allow residential development. The project site is located adjacent to existing R6 zoning districts to the east of 9th Street and to the south of 26th Avenue. 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 through 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 1-3, the proposed R7-3 zoning district would be mapped in the northern portion of the rezoning area north of 26th Avenue, along the waterfront between 4th and 9th Streets on Block 906, Lots 1 and 5 and Block 907, Lots 1 and 8. R7-3 is a medium-density residential district that permits Use Groups 1 through 4 as-of-right and permits a maximum FAR of 5.0 with the use of the Inclusionary Housing Program for residential and community facility uses on waterfront blocks. This zoning district allows maximum building heights of 185 feet and streetwall heights of 65 feet on waterfront blocks.

C2-4 Commercial Overlays

As shown in Figure 1-3, C2-4 commercial overlays are proposed to be mapped on the south side of 26th Avenue over the proposed R7A district to a depth of 100 feet and on the entire waterfront portion of the project site between 4th and 9th Streets. C2 commercial overlays are mapped along streets within residential districts that serve the local retail needs of the 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 R7A and 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 overlays would allow for local retail development in the area.

Proposed Zoning Text Amendment

In addition to the aforementioned zoning map amendment, the Proposed Action includes the following zoning text amendment (see Appendix A).

Inclusionary Housing Program

The proposed zoning text amendment would modify ZR §23-922 to include the proposed R7-3 district within an "Inclusionary Housing Designated Area." This would establish an inclusionary FAR bonus, providing opportunity and incentive for the development of affordable housing on the project site.

The proposed zoning text amendment would make the Inclusionary Housing Program (IHP) zoning regulations applicable in the proposed R7-3 zoning district in the rezoning area. The base and maximum FAR for R7-3 districts under the IHP are 3.75 and 5.0, respectively. In the areas where the IHP would be applicable, new residential developments that provide housing that will remain permanently affordable for low- and moderate-income families would receive increased floor area. Specifically, using the IHP, the floor area may be increased by 1.25 square feet for each square foot of affordable housing provided, up to the maximum FAR, essentially a 33 percent bonus in exchange for 20 percent of the floor area being set aside as affordable units. The additional floor area must be accommodated within the bulk regulations of the underlying zoning districts. Affordable units could be financed through City, State, and Federal affordable housing subsidy programs. Within the project site, the entire waterfront site would be subject to the IHP.

The affordable housing requirement of the Inclusionary Housing zoning bonus could be met through the development of affordable units on- or off-site either through new construction or the preservation of existing affordable units. Off-site affordable units must be located within the same community district (CD) or within a half mile of the development receiving the FAR bonus. The availability of on-site and

off-site options provides maximum flexibility to ensure the broadest possible utilization of the program under various market conditions.

Proposed City Map Amendment

The Proposed Action also involves changes to the City Map, including: (1) the establishment of 4th Street from 26th Avenue to the waterfront esplanade; and (2) the elimination of 8th Street between 27th Avenue and the waterfront (refer to Figure 1-4). As a result of the proposed mapping action, 4th Street would provide access to the residential and commercial development on the waterfront sites as well as the proposed waterfront esplanade, and 8th Street would be utilized as a pedestrian walkway between 27th Avenue and the waterfront. 4th Street is proposed to be a one-way northbound vehicular street with a mapped width of 60 feet, including a 30-foot travel way and two 15-foot sidewalks. These widths are consistent with the adjacent streets connecting to this newly mapped street segment. New infrastructure to support the proposed project can be placed in the newly mapped public street. In addition to the proposed City Map amendment, a 30-foot wide public access easement would be developed along the waterfront within the public access area between 4th and 9th Streets. As shown in Figure 1-4, the public access easement would function as a one-way eastbound vehicular street.

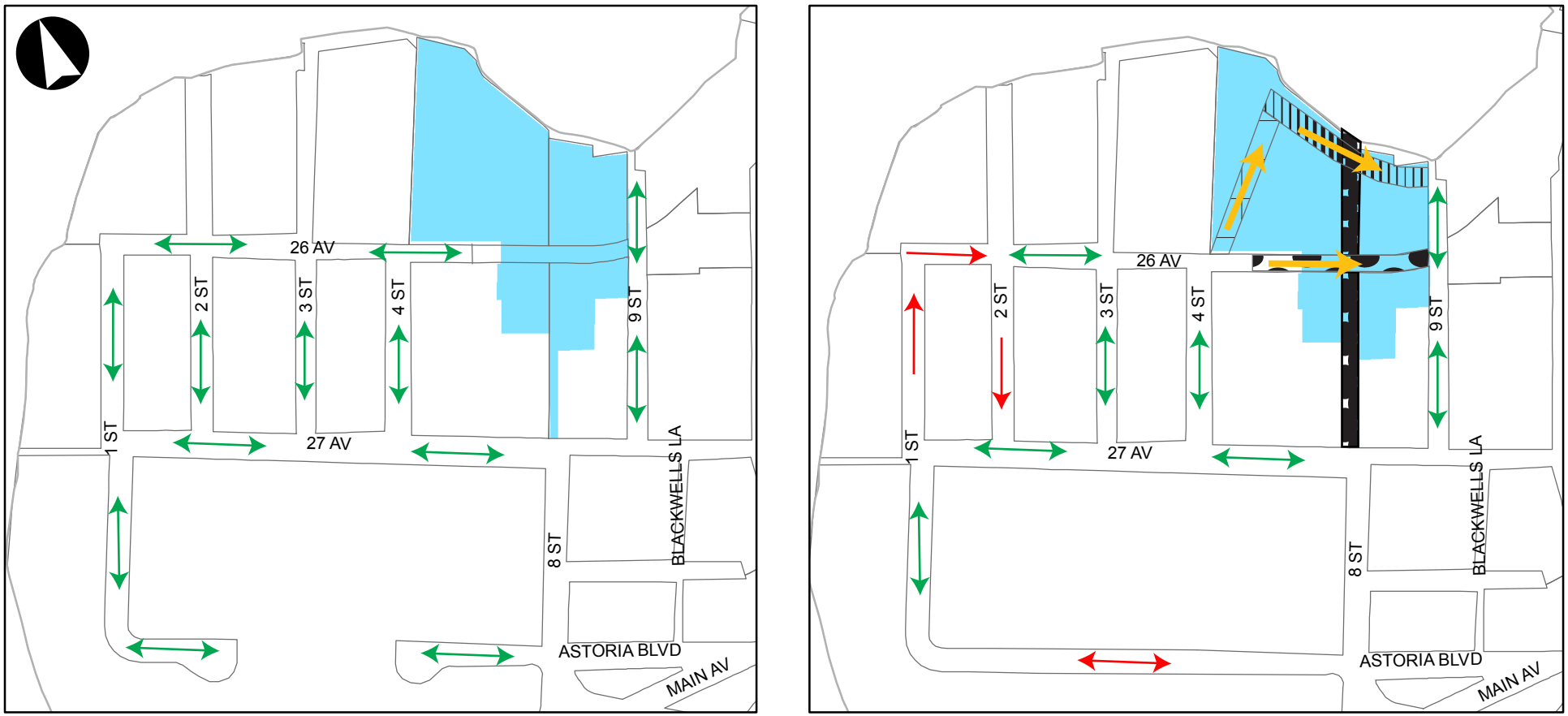
The proposed new sidewalks and streets would connect the proposed new development with the surrounding neighborhood and allow for pedestrian and vehicle use.

Large-Scale General Development (LSGD) Special Permits

The proposed project would require LSGD Special Permits to allow for the distribution of floor area within the LSGD, waivers of minimum distance between buildings and between windows and lot line requirements, and waivers of court requirements (see Figure 1-5(a-d)). A Special Permit pursuant to ZR §74-743(a)(1) would allow for the distribution of floor area from the project site's non-waterfront zoning lot to the waterfront zoning lot (within the LSGD). A Special Permit pursuant to ZR §74-743(a)(2) would authorize a reduction in the distance between Buildings 2 and 3 and waive the court requirements for Buildings 1, 2, and 3. A Special Permit pursuant to ZR §74-743(a)(6) would waive minimum distance requirements between Building 5's windows and the western lot line. Lastly, an extension of the vesting term for the LSGD Special Permits to ten years is also being requested pursuant to ZR §11-42(c). These Special Permits would facilitate, according to the Applicant, a superior site plan by authorizing the distribution of bulk within the overall development and an increase in proposed open space.

Waterfront Special Permit

As shown in Figure 1-5(a-d), the proposed project would require a waterfront Special Permit to modify yard, height and setback, tower footprint size, and maximum widths of walls facing the shoreline. A Special Permit pursuant to ZR §62-836 would allow for the granting of waivers for the rear yard provisions of ZR §23-47; for the setback provisions of ZR §62-341(a)(2) and ZR §62-341(d)(2)(i); base height provisions of ZR §62-341(c)(1) and ZR §62-341(d)(2); building height provisions of ZR §62-341(c)(2) and ZR §62-341(d)(1); the tower footprint size limitation provision of ZR §62-341(c)(4); and the maximum width of walls facing shoreline provision of ZR §62-341(c)(5). This is being requested in order to achieve, according to the Applicant, a better site plan and an enhanced relationship between the project site, streets, open space and the waterfront.



Legend

Project Site

Existing Direction of Traffic

No-Action Direction of Traffic

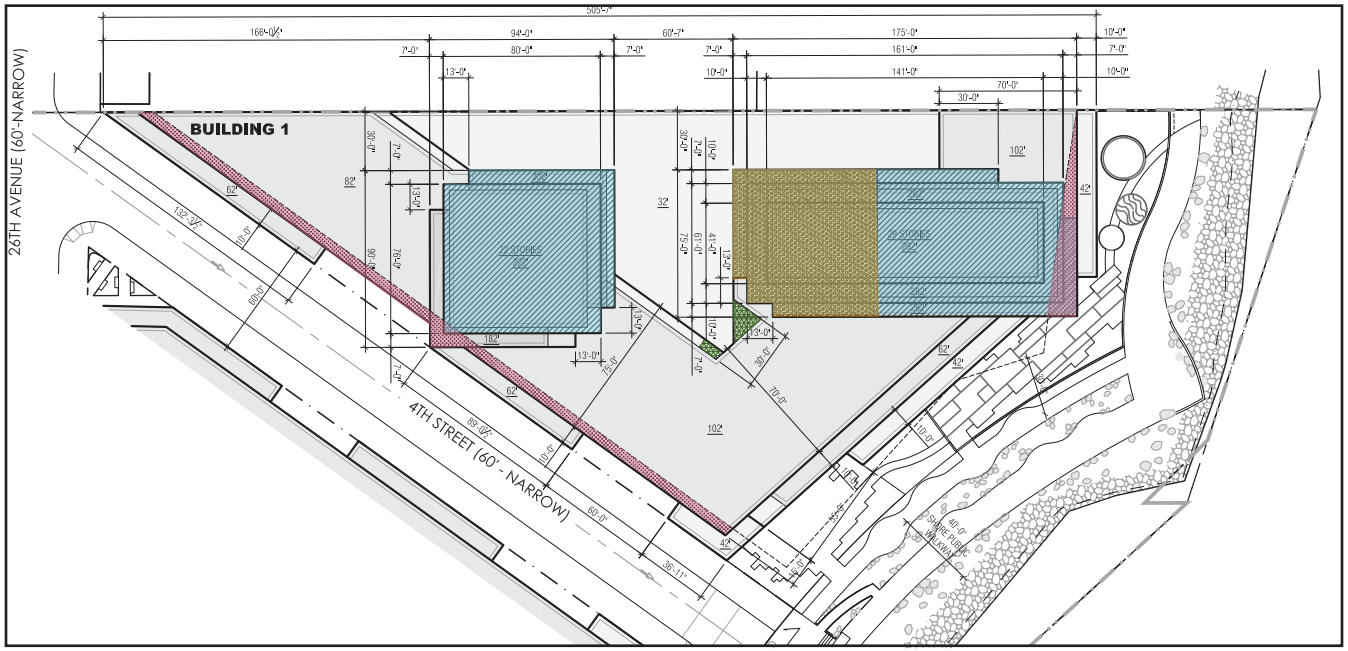
Proposed Traffic Direction Changes

Street Segment to be Demapped

Street Segment to be Mapped

Street Segment to be Reopened

Proposed Public Access Easement



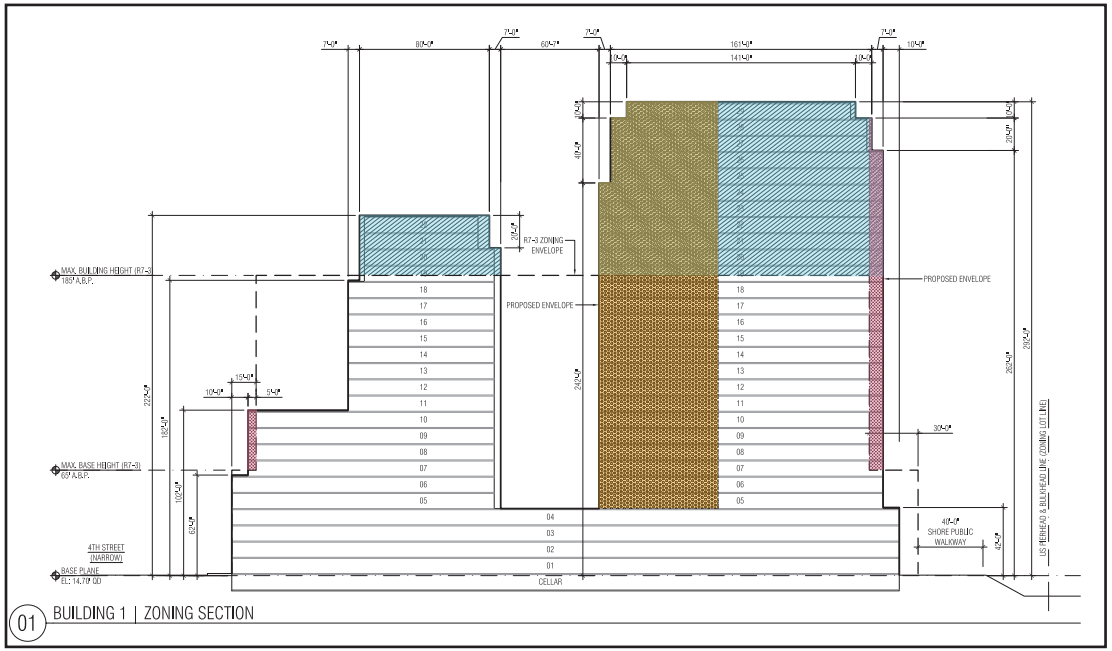
Legend

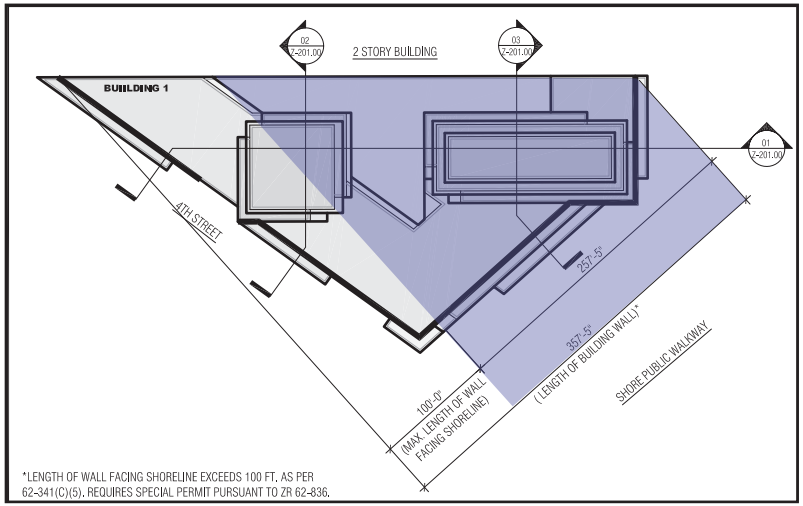
Waterfront Special Permit Waivers

- Building exceeds maximum building height
- Gross area exceeds maximum residential tower size
- Building exceeds maximum base height without providing a setback
- Length of wall exceeding maximum length of wall facing shoreline

LSGD Special Permit Waivers

- Non-compliant minimum dimension of inner court
- Non-compliant minimum distance between buildings



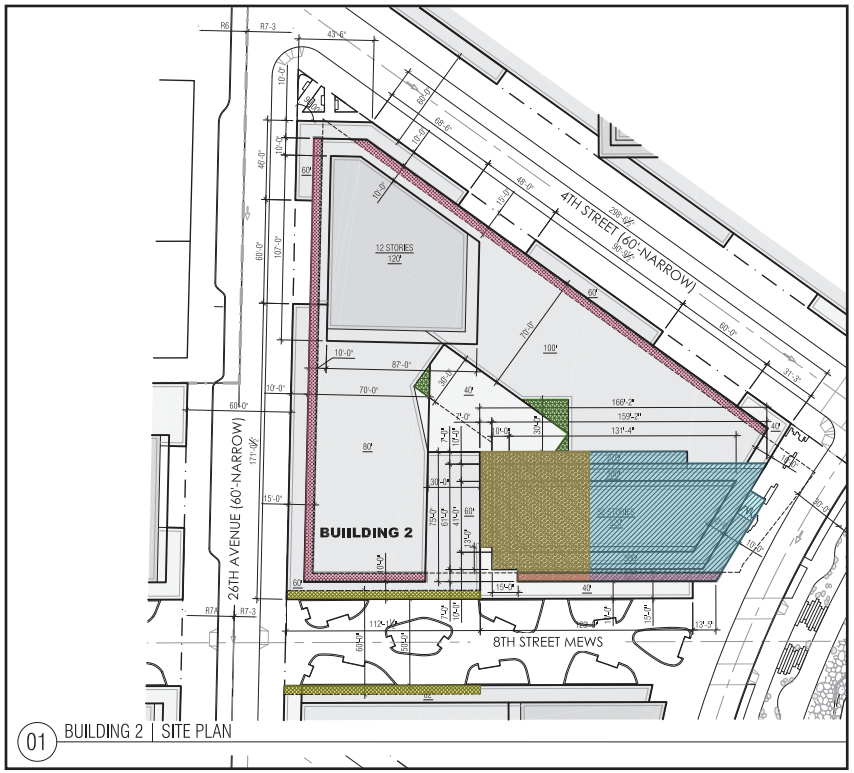


Source: Studio V

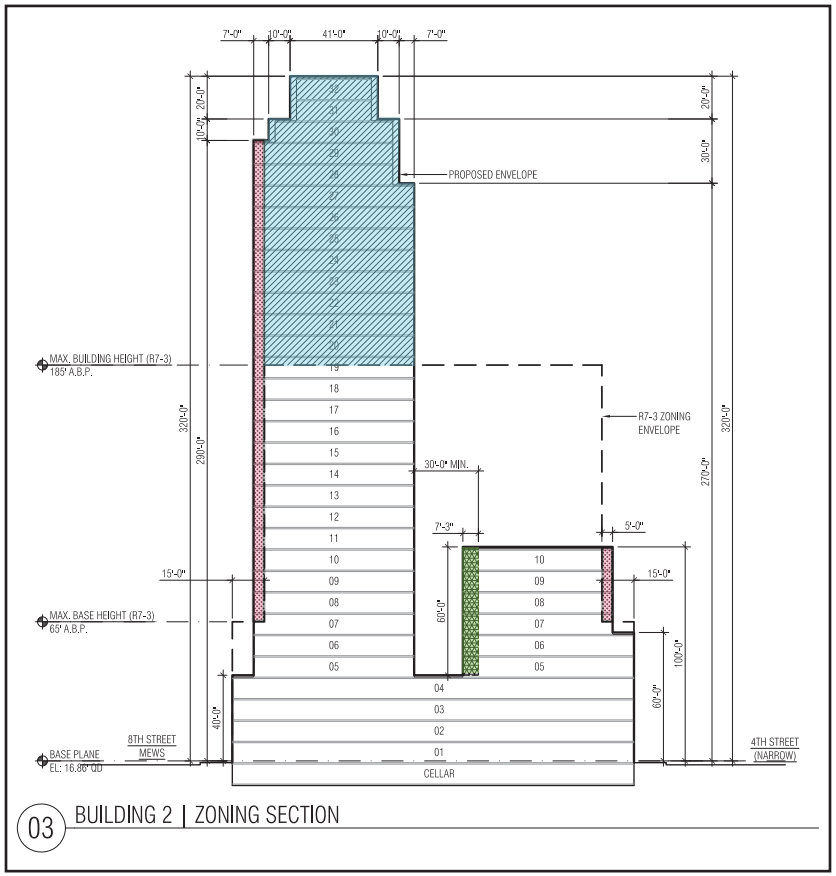
Astoria Cove

Figure 1-5a

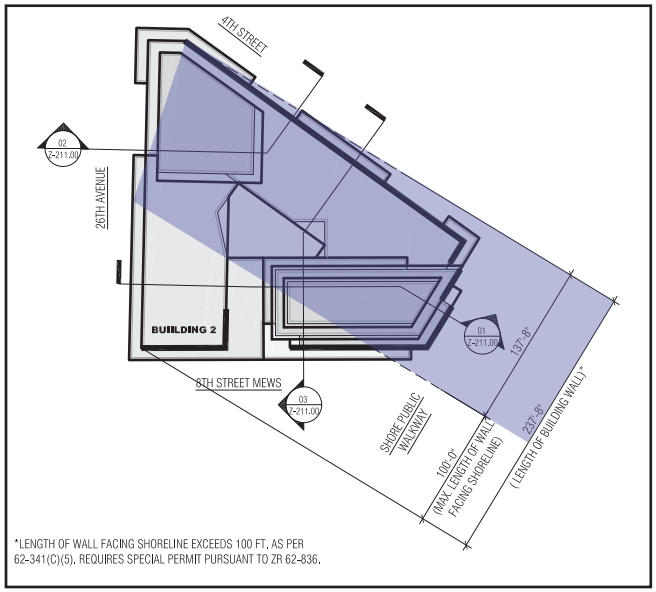
Requested Special Permits - Building 1



01 BUILDING 2 | SITE PLAN



03 BUILDING 2 | ZONING SECTION



*LENGTH OF WALL FACING SHORELINE EXCEEDS 100 FT. AS PER 62-341(C)(5), REQUIRES SPECIAL PERMIT PURSUANT TO ZR 62-836.

Legend

Waterfront Special Permit Waivers

- Building exceeds maximum building height
- Gross area exceeds maximum residential tower size
- Building exceeds maximum base height without providing a setback
- Length of wall exceeding maximum length of wall facing shoreline

LSGD Special Permit Waivers

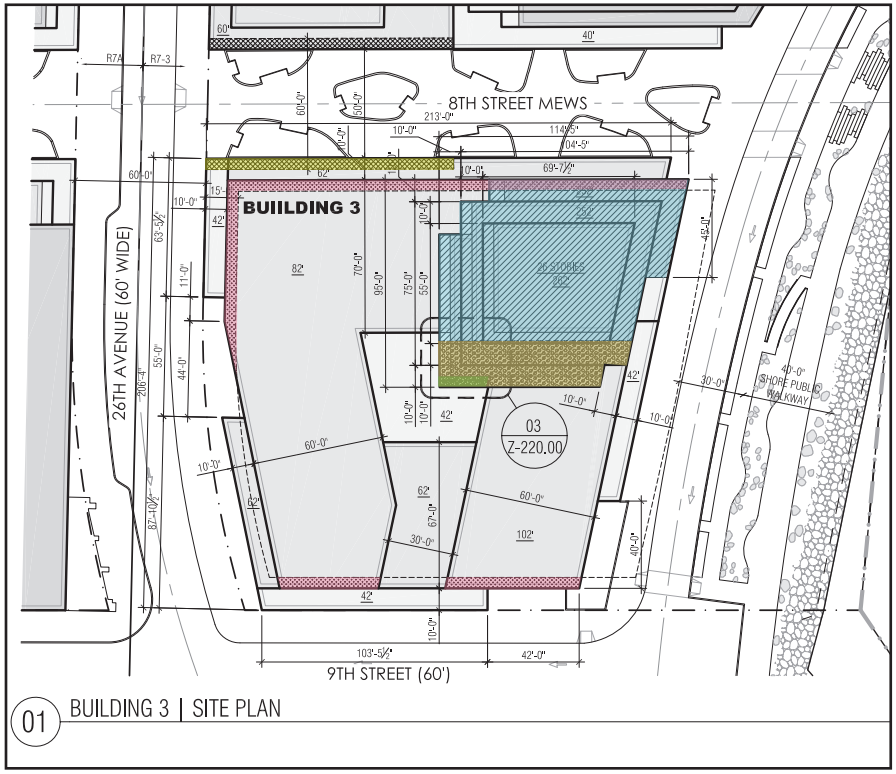
- Non-compliant minimum dimension of inner court
- Non-compliant minimum distance between buildings

Source: Studio V

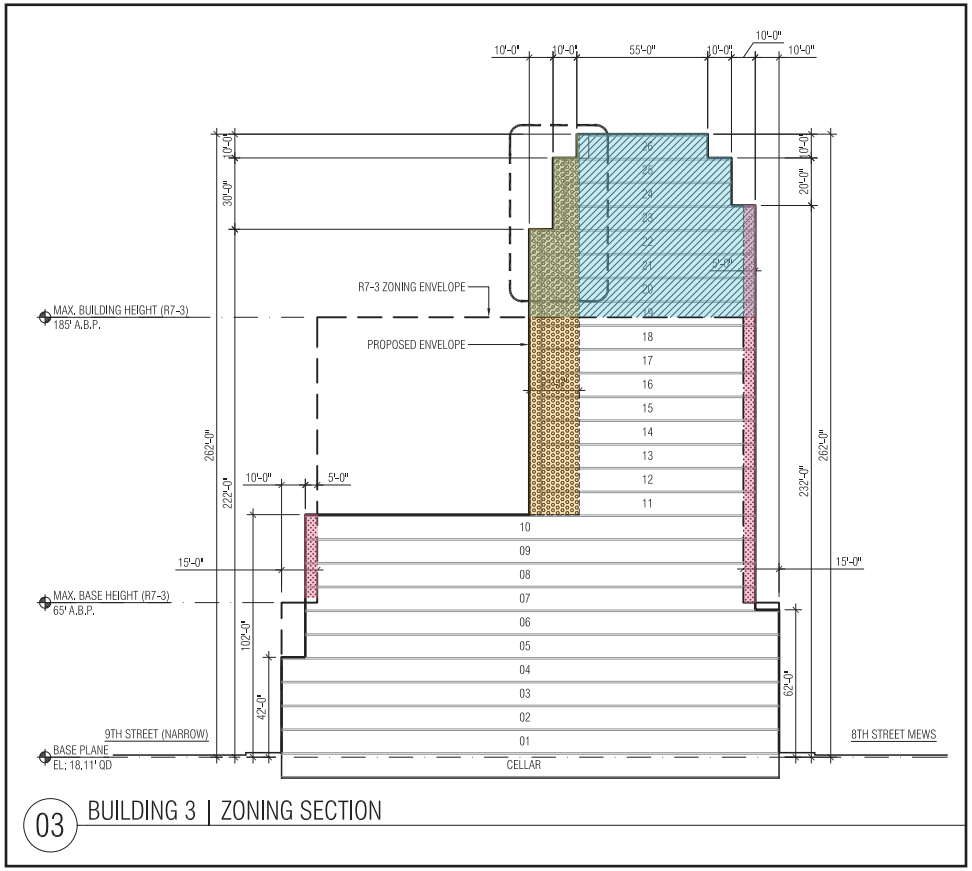
Astoria Cove

Figure 1-5b

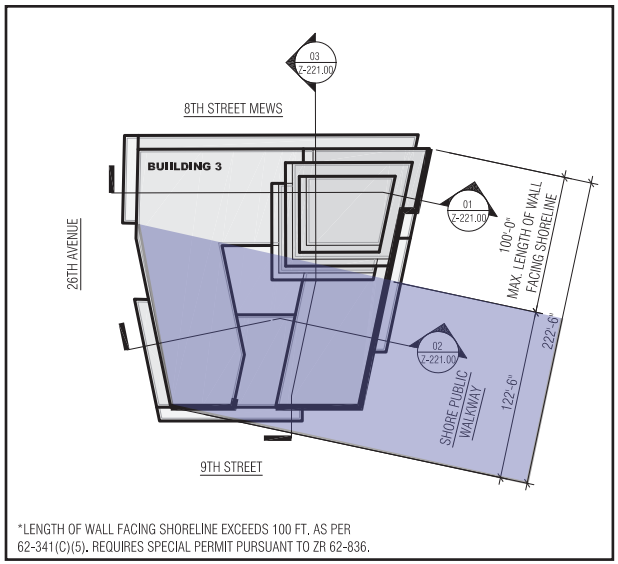
Requested Special Permits - Building 2



01 BUILDING 3 | SITE PLAN



03 BUILDING 3 | ZONING SECTION



*LENGTH OF WALL FACING SHORELINE EXCEEDS 100 FT. AS PER 62-341(C)(5). REQUIRES SPECIAL PERMIT PURSUANT TO ZR 62-836.

Legend

Waterfront Special Permit Waivers

- Building exceeds maximum building height
- Gross area exceeds maximum residential tower size
- Building exceeds maximum base height without providing a setback
- Length of wall exceeding maximum length of wall facing shoreline

LSGD Special Permit Waivers

- Non-compliant minimum dimension of inner court
- Non-compliant minimum distance between buildings

Source: Studio V

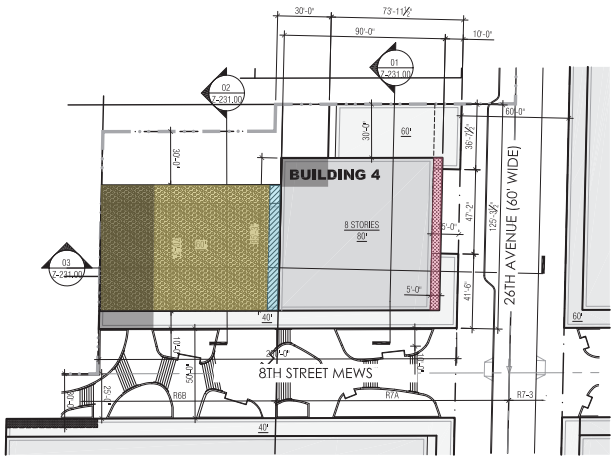
Astoria Cove

Figure 1-5c

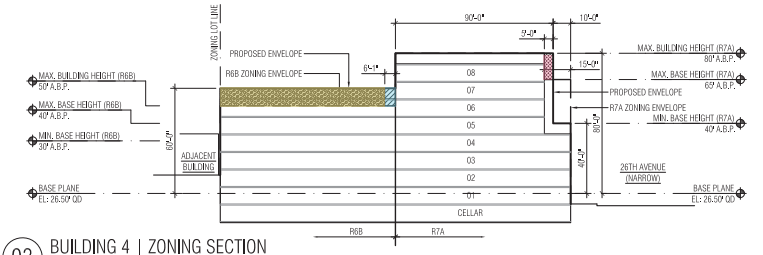
Requested Special Permits - Building 3

Requested Special Permits - Buildings 4 & 5

Building 4

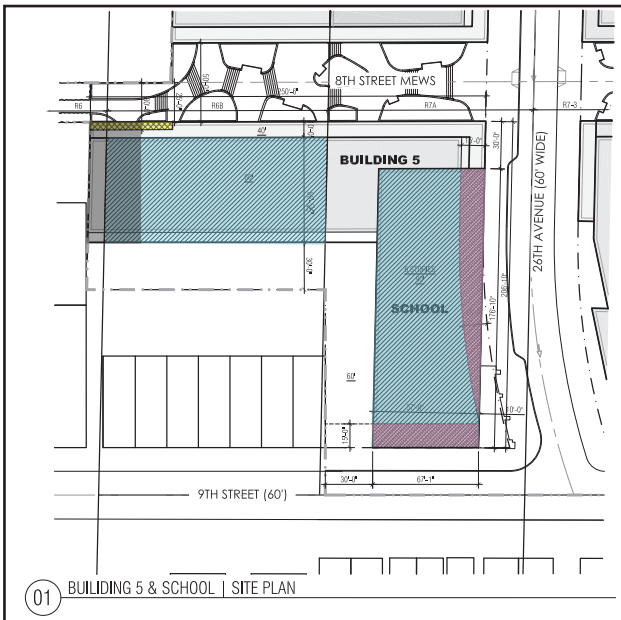


01 BUILDING 4 | SITE PLAN

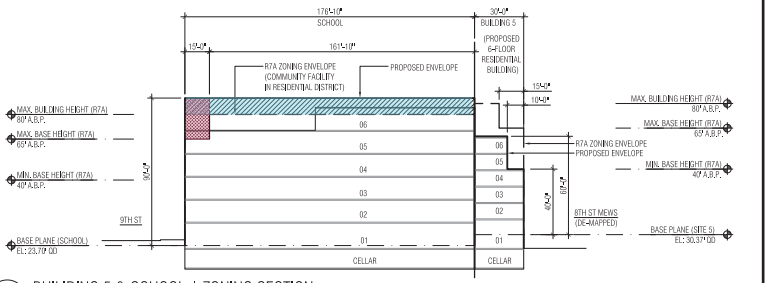


03 BUILDING 4 | ZONING SECTION

Building 5



01 BUILDING 5 & SCHOOL | SITE PLAN



01 BUILDING 5 & SCHOOL | ZONING SECTION

Source: Studio V

Legend

Waterfront Special Permit Waivers

- Building exceeds maximum building height
- Gross area exceeds maximum residential tower size
- Building exceeds maximum base height without providing a setback
- Length of wall exceeding maximum length of wall facing shoreline
- Building exceeding minimum rear yard area

LSGD Special Permit Waivers

- Non-compliant minimum dimension of inner court
- Non-compliant minimum distance between buildings

Waterfront Authorizations and Certifications

The proposed project would require an authorization pursuant to ZR §62-822 to modify the area and minimum dimensions of waterfront public access areas and visual corridors under ZR §62-50; modify the requirements within a waterfront public access area under ZR §62-60; 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.

Additional Actions - Not Subject to City Planning Commission Approval

The proposed project would include improvements to stormwater infrastructure to support the new development. An existing 8-inch combined outfall currently exists at 9th Street. However, it is anticipated that this existing outfall would not be sufficient to support the new development and therefore two new outfalls are being proposed as part of the project. The outfalls are proposed to be located at 9th Street and 4th Street (proposed to be mapped) to enable direct discharge of stormwater flows into the East River. These outfalls would be permitted by the New York State Department of Environmental Conservation (NYSDEC) and the United States Army Corp of Engineers (USACE), and the stormwater generated on-site would be treated for water quality prior to discharge. NYSDEC approval will also be required because of the NYSDEC-regulated adjacent area. Additionally, an SPDES permit from the NYSDEC will be required for stormwater discharges during the construction period because construction on the project site involves more than one acre. These actions are subject to environmental review and will be conducted through a coordinated review with CPC, the lead agency.

In addition, the Applicant anticipates entering into a School Option Agreement with the New York City School Construction Authority (SCA), which would detail the terms under which the SCA can elect to take title to the school proposed as part of the project.

(E) Designation

The Proposed Action would also assign (E) designations (E-343) to the project site to avoid significant adverse hazardous materials, air quality, and noise impacts. An (E) designation is a mechanism that ensures no significant adverse impacts would result from a proposed project because of procedures that would be undertaken as part of the development of the project site.

Restrictive Declaration and PCREs

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

- Require development in substantial accordance with the approved plans, which establish an envelope within which the buildings must be constructed, including limitations on height, bulk, building envelopes, and floor area;
- Require that the proposed project's development program be within the scope of the development scenario analyzed in the EIS;
- Provide for the implementation of "Project Components Related to the Environment" (PCREs) (i.e., certain project components which were material to the analysis of environmental impacts in

the EIS); and

- Provide for mitigation measures indentified in Chapter 20, "Mitigation," with respect to items such as community facilities, open space, transportation, and construction, substantially consistent with the EIS.

The Applicant also intends to seek New York City Housing Preservation and Development (HPD) approval of an Affordable Housing Plan pursuant to the Inclusionary Housing Program and potential financing from City and/or State agencies including HPD, the New York City Housing Development Corporation (HDC), and/or NYS Homes and Community Renewal (HCR) for affordable housing construction.

E. REASONABLE WORST-CASE DEVELOPMENT SCENARIO (RWCDS)

In order to assess the potential effects of the Proposed Action, a reasonable worst-case development scenario (RWCDS) for both "future No-Action" (No-Action) and "future with the Proposed Action" (With-Action) conditions will be analyzed for an analysis year, or Build Year, of 2023. The future With-Action scenario identifies the amount, type and location of development that is expected to occur by the end of 2023 as a result of the Proposed Action. The future without the Proposed Action scenario identifies development projections for 2023 absent the Proposed Action. The effect of the Proposed Action would be the incremental change in conditions between the No-Action and With-Action scenarios.

Future without the Proposed Action (No-Action Condition)

In the future without the Proposed Action, the project site would not be rezoned. For analysis purposes, it is expected that the existing light industrial and warehousing uses would remain on the project site. These consist of approximately 194,700 sf of warehouse and storage space and an estimated 100 accessory parking spaces. It is assumed that the upland portions of the project site, which are currently zoned R6, would be redeveloped on an as-of-right basis in the future without the Proposed Action. These upland parcels are estimated to accommodate approximately 166 residential units in the No-Action condition[1]. Pursuant to zoning, approximately 83 accessory parking spaces are assumed to be provided for the as-of-right residential development. In conjunction with this as-of-right residential development, it is assumed that portions of the unbuilt segment of 8th Street to the south of 26th Avenue and/or portions of the unimproved segment of 26th Avenue would be built-out in order to satisfy New York City Department of Buildings (DOB) requirements regarding street frontage.

Future with the Proposed Action (With-Action Condition)

The development program and building design for the Applicant's proposed development, as described below, would represent the RWCDS for environmental analysis purposes, as it maximizes the site's allowable FAR pursuant to the proposed new zoning.

Description of the Proposed Project

The Applicant is proposing several actions to facilitate a new mixed-use, predominantly residential, development on the project site. The Proposed Action described above will facilitate a new approximately 2,189,068 gsf mixed-use development on approximately 377,726 sf of lot area. It is expected that this proposed project would include the following components:

[1] Based on the following assumptions: lot area of approximately 65,237 sf, a maximum allowable FAR of 2.43, a 5% increase to estimate gsf, and an assumption of 1,000 gsf per unit.

- Up to approximately 1,689,416 gsf of residential floor area, comprising a total of approximately 1,689 units, of which 295 units would be affordable. The 1,689 units are expected to include a mix of rental and condominium units.
- Approximately 109,470 gsf of local retail space, including an approximately 25,000 gsf supermarket.
- A site for an elementary school with approximately 456 seats.
- Approximately 900 accessory parking spaces.
- Approximately 83,846 sf (1.92 acres) of publicly accessible open space.

Table 1-1 below provides a summary of the proposed program by building. If the Proposed Action is approved, the proposed project is expected to be completed by 2023.

Table 1-1: Summary of Proposed Program

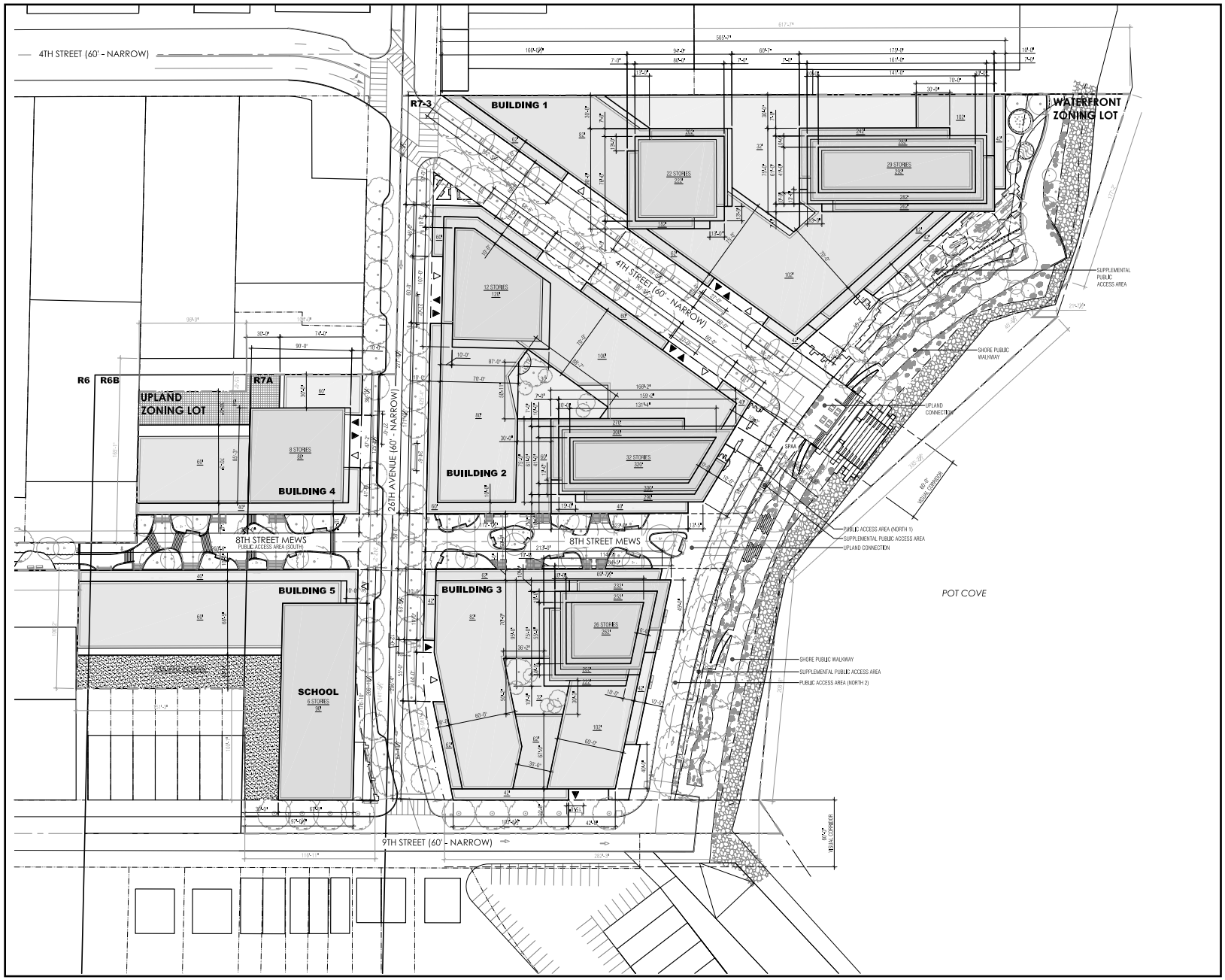
Use	Building 1	Building 2	Building 3	Building 4	Building 5	TOTAL
Residential gsf	639,168	567,963	343,781	79,090	59,414	**1,689,416**
Total Units	639	568	344	79	59	**1,689**
Market-Rate	527	454	275	79	59	**1,394**
Affordable	112	114	69	0	0	**295**
Retail gsf	37,120	48,299	20,947	3,104	0	**109,470**
Supermarket gsf	-	25,000	-	-	-	**25,000**
School gsf	-	-	-	-	62,248	**62,248**
Seats	-	-	-	-	456	**456**
Parking gsf	144,052	99,651	65,778	18,605	0	**298,086**
Accessory Parking Spaces	356	242	230	72	0	**900**
Mechanical gsf	7,805	7,805	3,975	5,264	5,000	**29,848**
Total gsf	**798,145**	**723,718**	**434,481**	**106,063**	**126,662**	**2,189,068**
Open Space	**83,846 sf**					

In conjunction with the proposed project, the mapped but unbuilt portion of 8th Street between 27th Avenue and the waterfront would be demapped and built out to provide pedestrian public access to the waterfront (the "8th Street Mews"). In addition, the currently unimproved and inaccessible portion of 26th Avenue would also be built out in conjunction with the proposed development, thereby providing access to 9th Street and improving traffic circulation in the area. The Applicant is also proposing to map an extension of 4th Street from 26th Avenue to the waterfront esplanade to provide public access to the proposed project and the waterfront (see Figure 1-6).

Figure 1-6 provides a preliminary site plan for the project site. As shown in this preliminary plan, the proposed project would be accessible via entrances/exits on the north and south side of 26th Avenue, the west side of 9th Street, the east and west side of 4th Street, and the south side of the public access easements, as well as additional entrances/exits to residential units along the 8th Street Mews. As shown in Figure 1-6, the proposed project would be comprised of five buildings, three located along the waterfront north of 26th Avenue, and two on the upland parcels south of 26th Avenue.

Local retail would be located along all vehicular streets within the project site and would include an approximately 25,000 gsf supermarket along 26th Avenue in Building 2.

In addition, the proposed project as currently anticipated includes the provision of a public school in the building proposed for upland Block 908, Lot 12 (Building 5). As currently planned, the proposed school would accommodate approximately 456 elementary (K-5) seats and an approximately 4,000 sf (0.09 acre)



For Illustrative Purposes Only

Astoria Cove

Figure 1-6
Preliminary Site Plan

private open space to be utilized for school-related activities. As previously stated, the Applicant anticipates entering into a School Option Agreement with the SCA, which would detail the terms under which the SCA can elect to take title to the school proposed as part of the project.

The proposed project would include approximately 83,846 sf (1.92 acres) of publicly accessible open space, which would include a waterfront esplanade that would run along the entire length of the project site, providing multi-layered active and passive recreation space. The waterfront esplanade would be open to vehicular traffic via the proposed public access easement (see Figure 1-7). The proposed project would also improve the portion of 8th Street on the project site as a landscaped pedestrian walkway which would provide access from 27th Avenue to the waterfront, while also serving as a visual corridor (see Figure 1-8).

Figure 1-9 provides preliminary massing diagrams. As illustrated in the figure, the buildings comprising the proposed project will range in height from 80 feet on the upland parcels, to a maximum of 320 feet on the waterfront. The buildings located along the waterfront (Buildings 1, 2, and 3) would have base heights between 40 and 102 feet that would be topped with towers ranging in height from 120 to 320 feet (see Figures 1-9 and 1-10). The buildings located on the upland parcels (Buildings 4 and 5) would have base heights between 40 and 90 feet; Building 4 would have a maximum height of 80 feet, and Building 5 would have a maximum height of 90 feet. Townhouses would be located within the bases of Buildings 2, 3, 4, and 5 along the proposed 8th Street Mews.

As there are no subway stations in the immediate vicinity of the project site, it is anticipated that the proposed project would provide shuttle service for residents during the weekday AM and PM peak hours to and from the 30th Avenue station serving the N and Q lines. It is assumed three shuttles with a 40 passenger capacity would make up to four runs an hour each during the weekday commuter peak hours, depending on ridership demand.

Parking for the proposed project would be located on both the upland and waterfront parcels. Parking in the waterfront buildings would be both below-and above-grade, and the upland buildings would include one continuous below-grade parking garage.

Reasonable Worst-Case Development Scenario for Analysis Purposes

As summarized in Table 1-2, compared to future conditions without the Proposed Action, the RWCDS anticipates that the Proposed Action would result in a net increase of 1,523 dwelling units (approximately 1,522,964 gsf), 109,470 gsf of retail space, a 456-seat elementary school, and 817 accessory parking spaces, as well as a reduction of approximately 194,700 sf of warehouse/industrial space. This net increment will represent the basis for environmental analyses in the EIS. As noted above, at this time it is anticipated that the residential component of the proposed project would include 295 affordable units, and this estimate will be used for analysis purposes where applicable.

Table 1-2: Net Change in Land Uses as a Result of the Proposed Project

Use	No-Action	With-Action	Net Increment
Residential	166,452 gsf 166 DU	1,689,416 gsf 1,689 DU	1,522,964 gsf 1,523 DU
Retail	--	109,470 gsf	109,470 gsf
Warehouse/Storage	194,700 gsf	--	-194,700 gsf
Public Elementary School	--	456 seats	456 seats
Accessory Parking Spaces	83 (estimated)	900	817
Public Open Space	--	83,846 sf	83,846 sf



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Astoria Cove

Figure 1-7

Illustrative Rendering - Waterfront Esplanade



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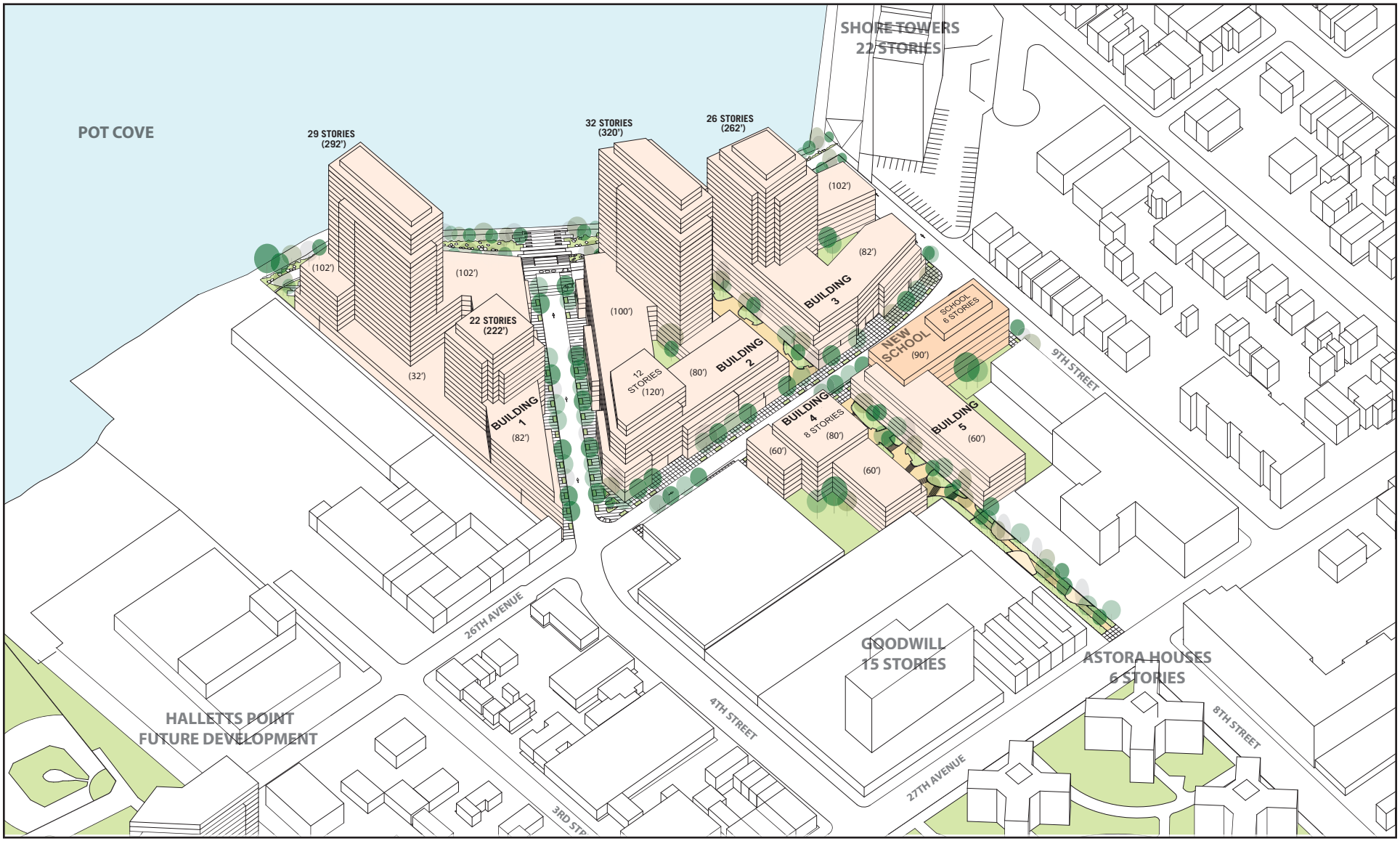
Astoria Cove

Figure 1-8
Illustrative Rendering - 8th Street Mews



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Astoria Cove

Figure 1-9
Proposed Massing



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Astoria Cove

Figure 1-10
View of Proposed Project from the East River

F. APPROVALS REQUIRED

As stated above, the Proposed Action requires City Planning Commission (CPC) and City Council approvals through the Uniform Land Use Review Procedure (ULURP). The discretionary actions required for the Proposed Action include:

- A zoning text amendment to extend the Inclusionary Housing Program (IHP) to the portion of the project site zoned R7-3 by making it an Inclusionary Housing Designated Area pursuant to Zoning Resolution (ZR) §23-952 and Appendix F;
- LSGD Special Permits (i) pursuant to ZR §74-743(a)(1) to allow for the distribution of floor area from the waterfront zoning lot to the upland zoning lot that comprise the LSGD; (ii) pursuant to ZR §74-743(a)(2) to authorize a reduction in the distance between Buildings 2 and 3; and waive court requirements for Buildings 1, 2, and 3; and (iii) pursuant to ZR §74-743(a)(6) to waive minimum distance requirements between Building 5's windows and the western lot line; and extend the Special Permits' vesting term to ten years under ZR §11-42(c);
- A waterfront Special Permit pursuant to ZR §62-836 requesting modifications to yard, height and setback, tower footprint size, and maximum width of walls facing the shoreline;
- An authorization pursuant to ZR §62-822(a) to allow modifications of the area and minimum dimensions of waterfront public access areas and visual corridors requirements under ZR §62-50;
- An authorization pursuant to ZR 62-822(b) to allow modifications of the requirements of ZR §62-60 (Design Requirements for Waterfronts Public Access Areas);
- An authorization pursuant to ZR §62-822(c) to permit the phased development of the waterfront public access area, as modified by the above-referenced authorizations;
- Certification by the CPC Chairperson pursuant to ZR §62-811 pertaining to the provision of waterfront public access areas and visual corridors, as modified by the above-referenced authorizations; and
- A City Map amendment for the establishment of 4th Street from 26th Avenue to the waterfront public access area and elimination of 8th Street from 27th Avenue to the U.S. Pierhead and Bulkhead Line.

All of the above actions are also subject to the City Environmental Quality Review (CEQR) procedures. The ULURP and CEQR review processes are described below.

Uniform Land Use Review Procedure (ULURP)

The City's ULURP, mandated by Sections 197-c and 197-d of the City Charter, is a process specially designed to allow public review of a proposed action at four levels: the Community Board, the Borough President and (if applicable) the Borough Board, the City Planning Commission (CPC) and the City Council. The procedure sets time limits for review at each stage to ensure a maximum total review period of approximately seven months.

The ULURP process begins with a certification by the DCP that the ULURP application is complete, which includes satisfying CEQR requirements (see the discussion below). The application is then forwarded to Brooklyn Community Board 4, which has 60 days in which to review and discuss the approval, hold public hearings, and adopt recommendations regarding the application. Once this step is complete, the Borough President reviews the application for up to 30 days. CPC then has 60 days to review the application, during which time a ULURP/CEQR public hearing is held. Comments made at the

Draft EIS public hearing and subsequent comment period (the record for commenting remains open for ten days after the hearing to receive written comments) are incorporated into a Final EIS. The Final EIS must be completed at least ten days before CPC makes its decision on the application. CPC may approve, approve with modifications or deny the application. If the ULURP application is approved, or approved with modifications, it moves forward to the City Council for review. The City Council has 50 days to review the application and during this time will hold a public hearing on the Proposed Action, through its Land Use Subcommittee. The Council may approve, approve with modifications or deny the application. If the Council proposes a modification to the Proposed Action, the ULURP review process stops for 15 days, providing time for a CPC determination on whether the proposed modification is within the scope of the environmental review and ULURP review. If it is, then the Council may proceed with the modification; if not, then the Council may only vote on the actions as approved by the CPC. Following the Council's vote, the Mayor has five days in which to veto the Council's actions. The City Council may override the mayoral veto within 10 days.

Environmental Review (CEQR)

Pursuant to the State Environmental Quality Review Act (SEQRA) and its implementing regulations, New York City has established rules for its own environmental quality review, abbreviated as CEQR. The environmental review process provides a means for decision-makers to systematically consider environmental effects along with other aspects of project planning and design, to propose reasonable alternatives, and to identify, and when practicable, mitigate, significant adverse environmental effects. CEQR rules guide environmental review, as follows.

Establishing a Lead Agency: Under CEQR, a "lead agency" is the public entity responsible for conducting environmental review. Usually, the lead agency is also the entity principally responsible for carrying out, funding or approving the Proposed Action. In accordance with CEQR rules (62 RCNY §5-03), the Department of City Planning (DCP), acting on behalf of the City Planning Commission, is assuming lead agency status for the Proposed Action.

Determination of Significance: The lead agency's first charge is to determine whether the Proposed Action may have a significant adverse impact on the environment. To do so, DCP, in this case, evaluated an Environmental Assessment Statement (EAS) for the proposed Astoria Cove project, which is dated April 25, 2013. Based on the information contained in the EAS, DCP determined that the Proposed Action may have a significant adverse impact on the environment and issued a Positive Declaration on April 26, 2013.

Scoping: Along with its issuance of a Positive Declaration, DCP issued a Draft Scope of Work for the EIS on April 25, 2013. "Scoping" or creating the scope of work, is the process of identifying the environmental impact analyses, the methodologies to be used, the key issues to be studied, and creating an opportunity for others to comment on the intended effort. CEQR requires a public scoping meeting as part of the process. A public scoping meeting was held on May 28, 2013. The public review period for agencies and the public to review and comment on the Draft Scope of Work was open through June 7, 2013. Modifications to the Draft Scope of Work for the project's EIS were made as a result of public and interested agency input during the scoping process.

Draft Environmental Impact Statement (DEIS): This DEIS was prepared in accordance with the Final Scope of Work, and following the methodologies and criteria for determining significant adverse impacts in the 2014 *CEQR Technical Manual*. The lead agency reviewed all aspects of the document, calling on other City and state agencies to participate where the agency's expertise is relevant. Once the lead agency is satisfied that the DEIS is complete, it issues a Notice of Completion and circulates the DEIS for public

review. When a DEIS is required, it must be deemed complete before the ULURP application may also be found complete.

Public Review: Publication of the DEIS and issuance of the Notice of Completion signal the start of the public review period. During this time, which must extend for a minimum of 30 days, the public has the opportunity to review and comment on the DEIS either in writing or at a public hearing convened for the purpose of receiving such comments. As noted above, when the CEQR process is coordinated with another City process that requires a public hearing, such as ULURP, the hearings are held jointly. The lead agency must publish a notice of the hearing at least fourteen (14) days before it takes place, and must accept written comments for at least ten (10) days following the close of the hearing. All substantive comments received at the hearing become part of the CEQR record and must be summarized and responded to in the Final EIS.

Final Environmental Impact Statement (FEIS): After the close of the public comment period for the Draft EIS, the Final EIS is prepared. The Final EIS must incorporate relevant comments on the DEIS, either in a separate chapter or in changes to the body of the text, graphics and tables. Once the lead agency determines the FEIS is complete, it issues a Notice of Completion and circulates the FEIS.

Findings: To document that the responsible public decision-makers have taken a hard look at the environmental consequences of a proposed action, any agency taking a discretionary action regarding a project must adopt a formal set of written findings, reflecting its conclusions about the significant adverse environmental impacts of the project, potential alternatives, and potential mitigation measures. The findings may not be adopted until ten (10) days after the Notice of Completion has been issued for the FEIS. Once findings are adopted, the lead and involved agencies may take their actions (or take "no action"). This means that in the ULURP process, CPC must wait at least 10 days after the FEIS is complete to take action on a given application.