Chapter 2: Analytical Framework

A. INTRODUCTION

Acting on behalf of the City Planning Commission (CPC), which is the lead agency in the environmental review, the New York City Department of City Planning (DCP) has determined that the proposed actions and project have the potential to result in significant environmental impacts and, therefore, pursuant to City Environmental Quality Review (CEQR) procedures, has issued a Positive Declaration requiring that an Environmental Impact Statement (EIS) be prepared in conformance with all applicable laws and regulations, including the State Environmental Quality Review Act (SEQRA), the city's Executive Order No. 91, CEQR regulations (August 24, 1977), and the guidelines of the *2012 CEQR Technical Manual*. Furthermore, in consultation with the New York City Department of Housing Preservation and Development (HPD), as Responsible Entity for the proposed disposition approval from the U.S. Department of Housing and Urban Development (HUD), DCP has issued a Notice of Intent to Prepare an EIS to satisfy National Environmental Policy Act (NEPA) procedural requirements in accordance with 24 CFR Part 1502.

This chapter discusses the framework for the EIS analyses. It identifies the analysis years and describes the future development conditions that are assessed in this EIS. Each impact analysis discusses the existing conditions and conditions in the future without the proposed project (No Build) and future with the proposed project (Build). The identification of potential significant adverse impacts is based on the incremental change to the environmental conditions that the proposed project would create as compared with the No Build condition. The various EIS chapters will address cumulative impacts by comprehensively defining the environmental setting expected in the No Build condition, including a discussion of development projects expected to be completed independent of the proposed project (No Build projects), and the baseline growth in the No Build condition. This chapter describes the No Build projects and the baseline growth in the No Build and Build conditions that will be analyzed in all of the technical areas.

B. ENVIRONMENTAL REVIEW AND ULURP

CPC is the CEQR lead agency, and several additional agencies are involved or interested agencies in the environmental review, including HPD, HUD, the New York City Housing Authority (NYCHA), and the New York City Department of Parks and Recreation (DPR). This EIS has been prepared in conformance with all applicable laws and regulations, including SEQRA, CEQR, and NEPA. In addition, the discretionary actions required for the proposed project are subject to the city's Uniform Land Use Review Procedure (ULURP), requiring approval of the CPC and the City Council. Both the environmental review and ULURP procedures are outlined below.

ENVIRONMENTAL REVIEW

Responding to SEQRA and its implementing regulations, New York City has established rules for its environmental review process known as CEQR. The CEQR process provides a means for

decision-makers to systematically consider environmental effects along with other aspects of project planning and design, to evaluate reasonable alternatives, and to identify and, when practicable, mitigate significant adverse environmental impacts. CEQR rules guide environmental review through the following steps:

- **Establishing a Lead Agency**. Under CEQR, the "lead agency" is the public entity responsible for conducting the environmental review. Usually, the lead agency is also the entity primarily responsible for carrying out, funding, or approving the proposed project. CPC is the CEQR lead agency for this application.
- **Determination of Significance**. The lead agency's first charge is to determine whether the proposed project might have a significant impact on the environment. To do so, DCP prepared an Environmental Assessment Statement (EAS). Based on the information contained in the EAS, DCP determined that the project might result in significant adverse environment impacts and issued a Positive Declaration on November 9, 2012.
- **Scoping**. Along with its issuance of a Positive Declaration, DCP issued a draft Scope of Work for the EIS on November 9, 2012. This draft scope was widely distributed to concerned citizens, public agencies, and other interested groups. "Scoping," or creating the scope of work, is the process of focusing the environmental impact analyses on the key issues that are to be studied. A public scoping meeting was held for the proposed project on December 13, 2012, and additional comments were accepted until December 26, 2012. Modifications to the draft Scope of Work for the project's Draft EIS (DEIS) were made as a result of public and interested agency input during the scoping process. A Final Public Scoping Document for the project (which reflected comments made on the draft scope, as well as updates to the project as the program was further refined), was issued.
- **Draft Environmental Impact Statement**. In accordance with the Final Public Scoping Document, a DEIS was prepared. Upon review of the DEIS and determination that the document ~~has~~ fully disclosed the project program, its potential environmental impacts, and recommended mitigation, DCP ~~will~~ issued a Notice of Completion (pursuant to CEQR) and a Notice of Availability (pursuant to NEPA) and the DEIS ~~will be~~ was circulated for public review. The Notice of Completion and Notice of Availability for the DEIS was issued on April 19, 2013, and published in the City Record on April 30, 2013 and in the NYS Environmental Notice Bulletin (ENB) on May 1, 2013. The Notice of Availability for the DEIS was issued on May 31, 2013.
- **Public Review**. Publication of the DEIS and issuance of the Notice of Completion and, in this case, Notice of Availability, signaled the start of the public review period. During this time, which extended~~s~~ 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. Where the CEQR process is coordinated with another city process that requires a public hearing, such as ULURP, or with the federal NEPA process, the hearings may be held jointly. In any event, the lead agency must publish a notice of the hearing at least 14 days before it takes place and must accept written comments for at least 10 days following the close of the hearing. All substantive comments received at the hearing or during the comment period become part of the CEQR record and are summarized and responded to in the Final EIS (FEIS). The public had the opportunity to review and comment on the DEIS either in writing or at public hearings convened by the New York City Planning Commission on July 10, 2013 and July 24, 2013 for the purpose of receiving such comments. Written comments were received during the public comment period, which

closed on August 5, 2013. Chapter 29 of this FEIS, "Response to Comments on the Draft Scope of Work and DEIS," summarizes and responds to substantive comments made on the DEIS. Response to comments on the Draft Scope of Work is also included Chapter 29 of this FEIS.

- **Final Environmental Impact Statement**. After the close of the public comment period for the DEIS, DCP ~~will~~ prepared ~~an~~ the FEIS. This document includes a summary restatement of each substantive comment made about the DEIS and a response to each comment.
- **Findings**. To demonstrate that the responsible public decision-maker has taken a hard look at the environmental consequences of a proposed project, 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 proposed project, potential alternatives, and potential mitigation measures. The findings may not be adopted until 10 days after the Notice of Completion (pursuant to CEQR) has been issued for the FEIS. A Record of Decision will also be issued (pursuant to NEPA). Once findings are adopted, the lead and involved agencies may take their actions (or take "no action").

ULURP

The city's ULURP process, mandated by Sections 197-c and 197-d of the New York City Charter, is designed to allow public review of ULURP applications at four levels: Community Board, Borough President, CPC, and City Council. The procedure sets time limits for each level of review to ensure a maximum total review period of approximately seven months.

The process begins with certification by CPC that the ULURP application is complete. The application is then referred to the relevant Community Board (in this case Queens Community Board 1). The Community Board has up to 60 days to review and discuss the proposal, hold a public hearing, and adopt an advisory resolution on the ULURP application. The Borough President then has up to 30 days to review the application. CPC then has up to 60 days, during which time a public hearing is held on the ULURP application. If CPC approves the application it is forwarded to the City Council, which has 20 days to decide to review the proposed ULURP actions, except for the zoning map amendments, which are subject to mandatory review by the Council and the zoning text amendments, which are not subject to ULURP but are subject to mandatory review by the Council under City Charter section 200 and 201. The City Council must review the zoning map amendment and any other actions it elects to review subject to ULURP within 50 days after the application is forwarded by the CPC.

C. FRAMEWORK FOR ANALYSIS

This EIS has been prepared in accordance with the impact analysis guidelines of the *2012 CEQR Technical Manual*. Environmental review requires a description of existing conditions, a projection of site conditions into the future without the proposed project (the No Build condition) for the year that the action would be completed, and an assessment of future conditions with the proposed project (the Build condition) for the same year. Project impacts are then based on the incremental change between the future without and with the proposed project.

In conformance with standard CEQR methodology for the preparation of an EIS, this EIS contains:

- A description of the proposed actions and project and its environmental setting;
- A statement of the potential significant adverse environmental impacts of the proposed project, including their short- and long-term effects, typical associated environmental

effects, and cumulative effects when considered with other planned developments in the area;

- A description of mitigation measures proposed to eliminate or minimize adverse environmental impacts;
- An identification of any adverse environmental effects that cannot be avoided if the proposed project is implemented;
- A discussion of alternatives to the proposed actions and project; and
- A discussion of any irreversible and irretrievable commitments of resources to develop the project.

D. STUDY AREAS

Study areas for each technical area are defined in the relevant EIS chapter. These are the geographic areas most likely to be potentially affected by the proposed project for a given technical area. Appropriate study areas differ depending on the type of analysis. It is anticipated that the principal direct effects of the proposed project would occur within the project site, while secondary effects could occur in the surrounding study area(s). The specific methods and study areas are discussed in the individual technical analysis chapters.

E. ANALYSIS YEAR

The proposed project would be built continuously over time and it is expected that the full build out would be complete by 2022. No Build conditions are projected through 2022 and are based on the assumption that conditions on the site would not change in the future without the proposed project. The future No Build condition also takes into account No Build projects and anticipated background growth, as well as other changes to background conditions that may be relevant in certain technical areas, such as changes to street geometry and signal timing.

As discussed in more detail in Chapter 1, "Project Description," NYCHA is contemplating a master plan for the Astoria Houses Campus that may include future development on other parcels within the campus. This EIS considers the potential environmental impacts of the disposition of the site of Building 8 along Astoria Boulevard for future development, along with the development of Buildings 6 and 7, all of which would be facilitated by the rezoning of a portion of the Astoria Houses Campus to include a commercial overlay along Astoria Boulevard. Although the timeframe for the future disposition and development of the site of Building 8 is not known, for the purposes of this EIS it is assumed that Building 8 would be completed by 2022.

There are no current plans or a projected timeline for the development of future commercial uses or other development parcels along Astoria Boulevard, but these uses are contemplated as part of NYCHA's long-term master planning for the Astoria Houses Campus. Future development in the Astoria Houses would be subject to the proposed Large-Scale General Development (LSGD), if approved, and therefore modifications to the LSGD to facilitate this development would require further review by the lead agency. As there are no specific plans for future development within the NYCHA Astoria Houses Campus beyond that proposed in this EIS, and because such development would likely be completed after the 2022 analysis year, no other development within the NYCHA Astoria Houses Campus is included in the No Build condition.

F. DEFINING BASELINE CONDITIONS

EXISTING CONDITIONS

Existing conditions are the current (2012) conditions at the project site and the surrounding Astoria neighborhood, which serve as a starting point for the projection of future conditions.

THE FUTURE WITHOUT THE PROPOSED PROJECT

In the future without the proposed project, the project site is assumed to remain the same as in the existing condition.

For each technical analysis in this EIS, the No Build condition also incorporates planned, approved, or under construction development projects in each study area that are anticipated to be completed by 2022. The identification of potential environmental impacts is based upon the comparison of No Build conditions with Build conditions. The full inventory of No Build projects considered in this EIS is presented in **Table 2-1** and shown on **Figure 2-1**. Different technical analyses will account for the No Build projects that fall within the analysis study area.

Table 2-1
2022 No Build Projects

Map ID No.[1]	Address	Block	Lot	Description	Status/ Build Year[2]
1	9-04 33 Road	320	24/25	3 residential units	2013
2	36-11 12 Street	351	14	Hour Children: 20,000 sf community facility with 18 beds	2013
3	11-15 Broadway	502	41	82 residential units, 43 parking spaces	Completed
4	30-18 12 Street	506	5	2 residential units	2022*
5	30-20 12 Street	506	6	2 residential units	2022*
6	8-03 Astoria Blvd	509	18	5 residential units	2011
7	8-13 Astoria Blvd	509	25	Reality House – community facility with 30 beds	Completed
8	12-07 Broadway	519	6	190 residential units	2022*
9	12-20 31 Drive	519	31	6 residential units	2013
10	14-18 31 Ave	533	31	6 residential units	2017
11	14-34 31 Drive	533	37	14 residential units; 8 parking spaces	2013
12	30-50 21 Street	535	51	65 residential units; 18 parking spaces	2012
13	14-31 28 Ave	539	7	8 residential units; 400 sf commercial	2013
14	14-35 Astoria Blvd	540	19	3 story addition with 9 new residential units	2022*
15	30-11 21 Street	549	14	33 residential units	2012
16	23-12 30 Drive	570	30	20 residential units	2012
17	23-20 30 Drive	570	33	22 residential units	2012
18	30-05 23 Street	572	26	4 residential units	2022*
19	27-59 Crescent Street	574	34	7 residential units; 1800 sf community facility	2013
20	27-57 Crescent Street	574	134	7 residential units; 1800 sf commercial	2013
21	30-16 29 Street	576	51	10 residential units	2022*
22	31-84 30 Street	588	1	3 residential units; 1000 sf commercial (medical office)	2022*
23	26-28 30 Street	597	111	8 residential units	2012
24	26-50 30 Street	597	120	7 residential units	2012
25	26-60 30 Street	597	124	8 residential units	2013
26	26-58 30 Street	597	223	8 residential units	2013
27	36-31 32 Street	601	22	2,447 sf warehousing/light manufacturing; 1719 sf office space	2022*
28	31-30 33 Street	614	54	Hanac Senior Housing - 66 units	2022*
29	30-83 32 Street	616	4	7 residential units	2022*
30	35-16 Astoria Blvd	633	140	15 residential units; 1600 sf community facility; 7 parking spaces	2013
31	30-86 36 Street	650	80	8 residential units	2012
32	25-09 36 Street	652	37	6 residential units; 8 parking spaces	2022*

Table 2-1 (cont'd)
2022 No Build Projects

Map ID No.[1]	Address	Block	Lot	Description	Status/ Build Year[2]
33	31-16 38 Street	657	48	7 residential units	2022*
34	31-32 38 Street	657	154	10 residential units; 1760 sf community facility	2011
35	30-89 38 Street	660	5	10 residential units; 3275 sf community facility	2012
36	31-12 24 Ave	837	50	22 residential units; 4600 sf commercial; 4600 sf community facility	2022*
37	27-18 Hoyt Ave South	839	38	34 residential units; 5300 sf community facility; 26 parking spaces	2022*
38	23-88 31 Street	842	42	28 residential units; 9000 sf commercial; 1200 sf community facility; 14 parking spaces	2022*
39	27-07 23 Ave	855	3	12 residential units	2013
40	25-50 Crescent Street	872	76	12 residential units	2011
41	25-54 Crescent Street	872	78	5 residential units	2011
42	18-15 26 Road	886	20	Accessory community facility kitchen	2012
43	25-27 18 Street	887	35	14 residential units	2022*
44	26-28 12 Street	903	43	8 residential units	2022*
45	26-27 2 Street	914	5	28 residential units; 3000 sf community facility	2013
46	26-46 2 Street	915	33	Urban Pathways, 50 beds	Completed
47	32-01 Vernon Blvd[3]	315	1	261 market-rate residential units and 52 affordable units within 3 buildings	2022*
48	38 Street bet. 34 & 35 Ave[4]	645		63 residential units, 2651 sf retail, 81 parking spaces in new building; 43 residential units in conversion and enlargement of existing commercial bldg	2022*
49	Astoria Rezoning RWCDS Site 101	503	41	45 residential units total (9 affordable)	2019
50	Astoria Rezoning RWCDS Site 102	504	3, 21	450 residential units total (76 affordable), 16,367 sf retail, 40,000 sf community facility	2019
51	Astoria Rezoning RWCDS Site 103	506	29	49 residential units total (6 affordable), 13,430 sf retail	2019
52	Astoria Rezoning RWCDS Site 104	533	1, 45	40 residential units total (8 affordable), 9,017 sf retail	2019
53	Astoria Rezoning RWCDS Site 106	551	17, 19	66 residential units total (11 affordable), 15,037 sf retail	2019
54	Astoria Rezoning RWCDS Site 108	535	46	46 residential units total (9 affordable), 10,455 sf retail	2019
55	Astoria Rezoning RWCDS Site 109	538	46	28 residential units total (5 affordable), 6,375 sf retail	2019
56	Astoria Rezoning RWCDS Site 110	872	9, 11	20 residential units total (all market-rate), 6,423 sf retail	2019
57	Astoria Rezoning RWCDS Site 112	649	3, 5	32 residential units total (all market-rate), 12,750 sf retail	2019
58	Astoria Rezoning RWCDS Site 113	595	19,26,27	57 residential units total (11 affordable), 12,861 sf retail	2019
59	Astoria Rezoning RWCDS Site 115	809	35	12 residential units total (all market-rate), 8,500 sf retail	2019
60	Astoria Rezoning RWCDS Site 118	844	40,42,45, 46,146	51 residential units total (all market-rate), 24,572 sf retail	2019
61	Astoria Rezoning RWCDS Site 119	831	20	31 residential units total (all market-rate), 6,545 sf retail	2019
62	Astoria Rezoning RWCDS Site 121	831	11	24 residential units total (all market-rate), 4,760 sf retail	2019
63	Astoria Rezoning RWCDS Site 122	835	27	43,200 sf community facility	2019
64	34-20-50 Vernon Blvd	322	101, 112, 118	350 residential units, 20,000 sf community facility, and 295 parking spaces	2022*

Table 2-1 (cont'd)
2022 No Build Projects

Map ID No.(1)	Address	Block	Lot	Description	Status/ Build Year(2)
65	Astoria Cove (portion that would be completed by 2022)(5)	906, 907, 908, 909	1, 5, 8, 12, 35	1,135 residential units (including 340 affordable), 85,000 gsf local retail (including 25,000 gsf supermarket), 756 parking spaces, 71,000 sf of publicly accessible open space (active/passive)	2022[5]
66	Cornell NYC Tech - Roosevelt Island (Phase 1)(6)	1373, 1372	20, portion of 1	200,000 gsf of academic space; 100,000 gsf of partner research and development space, approximately 300,000 gsf of residential space (442 units), and 170,000 gsf for an academic-oriented hotel with conference facilities. Up to another 20,000 gsf could be developed as a central utility plant, and up to 250 parking spaces could be provided.	2018
67	Roosevelt Island Southtown: Main Street	1373		540 Residential Units in Southtown Buildings 8, 9, 10	2018

Notes:
* Projects for which build year is unknown were assumed to be complete by the 2022 analysis year.
gsf = gross square feet; all gsf are approximate.
(1) See **Figure 2-1** for Map ID numbers and the location of the No Build projects within the various technical study areas.
(2) As indicated, some of these projects were completed and occupied subsequent to the baseline data collection and therefore are included in the No Build condition for this EIS.
(3) Includes rezoning from R5 to R7A/C1-3 and R6B.
(4) Includes rezoning from M1-1 and M1-5 to R6A/C1-2 and M1-5/R7-A.
(5) This is a proposed project that is in the planning stages and will require discretionary land use approvals and public review. Because it is located in close proximity to the project site, the portion that would be completed by the 2022 Build year has been incorporated into the future without the proposed project for conservative impact analysis. The proposed Astoria Cove project would be complete by 2023. This development program reflects that portion of the project that would be complete by the 2022 analysis year.
(6) Cornell NYC Tech Phase 2 commences construction in 2024.
Sources: AKRF, October 2012; New York City Department of City Planning, April 2012.

The No Build projects listed above **in Table 2-1** will introduce residential and/or other active uses to the study area—most notably, the proposed Astoria Cove project (Map ID No. 65 in Figure 2-1). The Astoria Cove proposal is in the planning stages and will require discretionary land use approvals. That project's CEQR scoping is anticipated to occur in late spring/early summer 2013, during the time that the Halletts Point Rezoning draft application and DEIS are undergoing their respective ULURP and CEQR public review. Because the Astoria Cove proposal is located in close proximity to the Halletts Point project site, a portion of the Astoria Cove program is assumed to be completed by the 2022 Build year and, thus, has been considered in this project's DEIS for conservative impact purposes. In the following technical areas, it is more conservative to include the Astoria Cove proposal in the No Build condition because it adds to the impact analysis baseline (i.e., new population, higher traffic volumes, etc.): Community Facilities (publicly funded child care and library resources); Open Space; Transportation; Construction; and Air Quality (mobile and stationary source analyses).

In other technical areas, it is less conservative to include the Astoria Cove proposal in the No Build condition because CEQR guidance relies on a comparison to a baseline level (e.g., 5 percent threshold increase over the No Build condition) and having a lower baseline would increase the project's relative contribution, or for other reasons as detailed below:

- Community Facilities (public schools)—Given the number of residential units contemplated in the Astoria Cove proposal, that proposal would result in a significant demand for public school seats, requiring mitigation. It is expected that the Astoria Cove applicant would need

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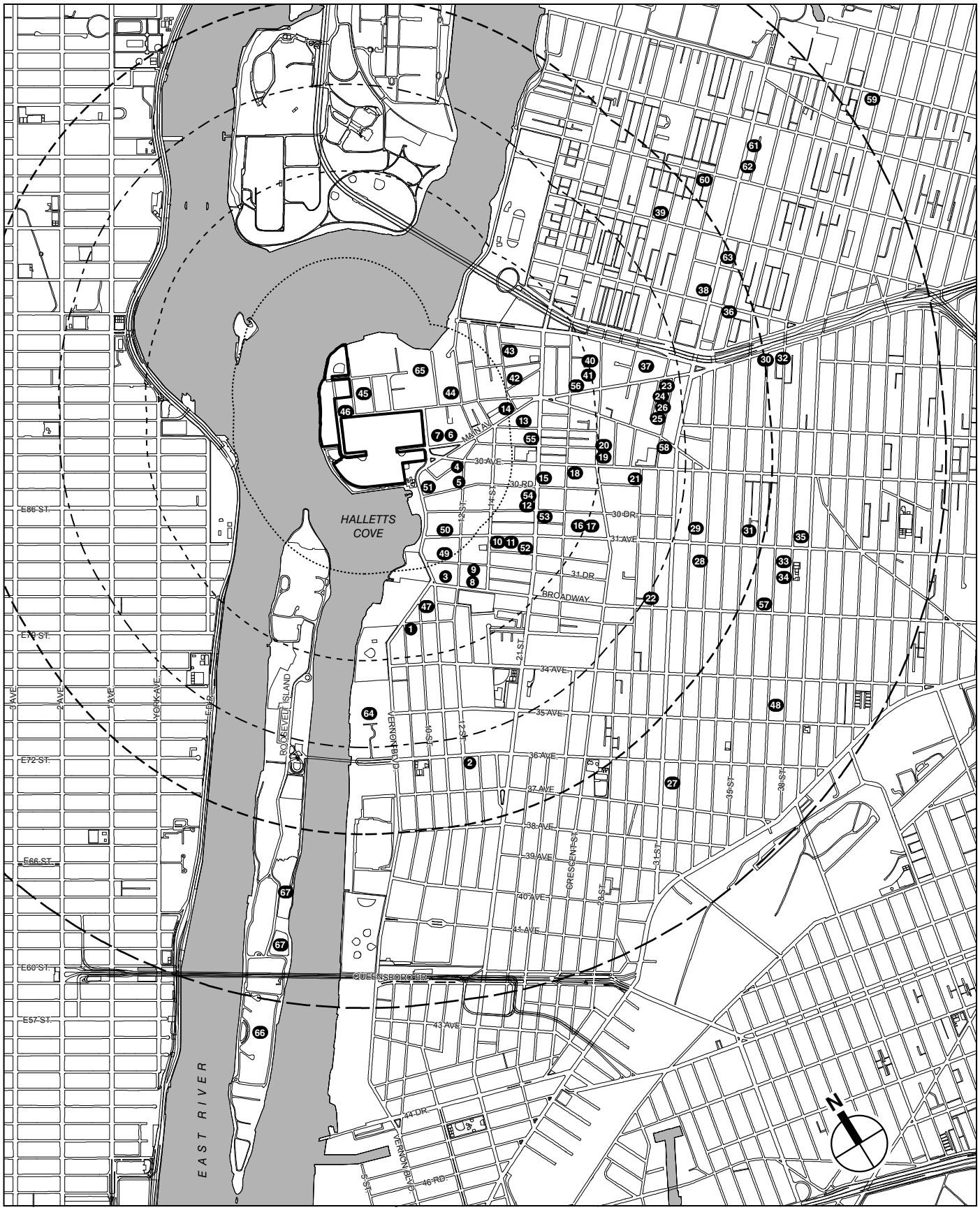

Project Site Boundary

1 No Build Project (See Table 2-2 for Reference)

1/4-Mile Study Area Boundary

1/2-Mile Study Area Boundary

3/4-Mile Study Area Boundary

1-Mile Study Area Boundary

1 1/2-Mile Study Area Boundary

0 0.25 0.5 MILES

SCALE

HALLETTS POINT

No Build Projects

Figure 2-1

to discuss with the New York City School Construction Authority (SCA) potential mitigation options to address their project's generated shortfall. Therefore, the Astoria Cove proposal has been excluded from the schools analysis to disclose the potential impacts of the Halletts Point Rezoning project in isolation and any mitigation required to address the impacts solely resulting from the Halletts Point project; ~~and~~

- Urban Design and Visual Resources—The Astoria Cove proposal could obscure similar views of Manhattan as the proposed project. Therefore, the Astoria Cove proposal has been excluded from certain views presented in the urban design analysis to disclose the potential change in publicly accessible views with the Halletts Point Rezoning project in isolation; and
- Noise (mobile source)—The inclusion of the Astoria Cove proposal would be slightly less conservative because that proposal's activity would increase the baseline traffic volume onto which the proposed project's traffic would then be compared against.

Lastly, for the following technical areas, the inclusion of the Astoria Cove proposal in the No Build condition is not relevant to the impact analysis or is addressed qualitatively and/or would not change the overall conclusions: Land Use, Zoning, and Public Policy; Socioeconomic Conditions (direct residential and business displacement, indirect business displacement, indirect residential displacement, adverse effects on specific industries); Community Facilities (health care, police and fire services); Shadows; Historic Resources; ~~Urban Design and Visual Resources;~~ Natural Resources; Hazardous Materials; Infrastructure; Solid Waste; Energy; Air Quality (mobile source for $PM_{2.5}$); Greenhouse Gas Emissions; Noise (stationary source); Neighborhood Character; and Public Health. Should more information become available for the Astoria Cove proposal during the proposed project's public review period, the FEIS will consider and update the technical analysis, as appropriate.

G. DEFINING THE PROJECT FOR ANALYSIS

Table 2-2 presents a comparison of existing, No Build, and Build conditions at the project site. As shown in the table, the proposed project would replace manufacturing, storage, and vacant building uses with residential, retail, parking, and open space uses.

As discussed in Chapter 1, "Project Description," the proposed project intends to seek mayoral overrides of the zoning resolution requirements for parking and street trees subsequent to City Planning approval of the proposed ULURP application, if obtained. The analyses presented in this EIS assume that the mayoral overrides are granted. However, if the overrides are not granted, that would not materially affect any of the EIS analyses. With respect to the mayoral override for parking, if this override is not granted, the parking component of the proposed project would not change, but Buildings 6 and 7 would need to rely on the spaces within parking garages on the Waterfront (WF) Parcel buildings to remain zoning compliant or otherwise these two buildings would not independently comply with zoning requirements. With respect to the mayoral override for street trees, if this override is not granted, the proposed project would be required to plant street trees along all street frontages of the affected zoning lots (e.g., all street frontages around the Astoria Houses Campus). These additional trees would not materially affect any of the EIS analyses.

Table 2-2
Comparison of the Conditions: Existing, No Build, and Build

Land uses/program	Existing[(1)]	Future Without the Proposed Project (No Build)	Future With the Proposed Project (Build)[(2)]	Increment for Analysis
Manufacturing gsf	27,413	27,413	0	-27,413
Storage gsf [(3)]	95,735	95,735	0	-95,735
Vacant Building gsf	91,913	91,913	0	-91,913
Residential gsf	0	0	2,195,159	+2,195,159
Total Units	*0*	*0*	*2,644 units*	*+2,644*
Market-Rate Units	*0*	*0*	*2,161*	*+2,161*
Affordable Units	*0*	*0*	*483*	*+483*
Retail gsf	0	0	68,663	+68,663
Publically accessible open space	0	0	105,735 sf (2.43 acres)	+105,735 sf (+2.43 acres)
Parking gsf [(4)]	N/A	N/A	407,782	+407,782
Garage Parking Spaces	*0*	*0*	*1,347*	*+1,347*
Surface Parking Spaces	*72*	*72*	*53*[5]	*+53*
Mechanical gsf	N/A	N/A	60,820	+60,820
Total gsf	**215,061**	**215,061**	**2,732,424**	**+2,517,363**

Notes:
gsf = gross square feet; all gsf are approximate.
(1) Lists the uses on the building sites only (i.e. the sites where development is proposed).
(2) This Reasonable Worst Case Development Scenario includes the projected development on the 8 building sites—7 of which would be developed as part of the Applicant's proposal and 1 which would be developed by NYCHA pursuant to a future RFP (Building 8). As described in more detail in Chapter 1, "Project Description," Building 8 would include 240 dwelling units and 3,000 gsf of retail.
(3) Includes both land and building square footage.
(4) All parking would be accessory; parking gsf does not include surface parking.
(5) The 72 existing spaces would be relocated within the Astoria Houses Campus.
Source: NYC Dept. of City Planning MapPLUTO March 2012 (12v1).

CONCEPTUAL ANALYSIS OF THE PROPOSED ZONING TEXT AMENDMENTS

As described in Chapter 1, "Project Description," the proposed actions include several zoning text amendments necessary to facilitate the development of the proposed project. The text of the proposed zoning text amendments is provided in **Appendix A**. The following chapters of the EIS analyze the proposed use of these text amendments in connection with the proposed project. This section provides an analysis of the potential future use of the proposed text amendments and their environmental effects. As described below, the proposed zoning text amendments would either apply only to the project site or any future use would likely be limited to few locations and the potential impacts would be assessed and disclosed to the public under and pursuant to a separate environmental review. Therefore, no further assessment of the potential future use of these zoning text amendments is warranted in this EIS.

Text amendment to ZR §63-02(a)(4), 63-25(d), and Appendices A, B, and C to make Queens Community District 1 shown on Map 1 in Appendix B, eligible for the Food Retail Expansion to Support Health (FRESH) Program.

Although this text amendment would apply to other areas of Queens Community District 1, the location of FRESH markets is driven by the economics of the marketplace and it is expected that once the proposed project's supermarket is established pursuant to this amendment other stores at other locations would be less likely to take advantage of the proposed text amendment. A FRESH market is also contemplated as part of the proposed Astoria Cove project, but this project is the subject of its own environmental review. Any future use of the proposed FRESH text amendment at this site would be assessed and disclosed to the public under and pursuant to a

separate environmental review. More generally, development of a FRESH market pursuant to this text amendment would affect only technical areas that are influenced by a development's use. A FRESH market would be similar to other local retail uses, except it would be expected to potentially generate additional solid waste and it would potentially slightly higher number of vehicle trips and fewer transit trips than other local retail uses. With respect to land use and neighborhood character, it is expected that a FRESH market would be consistent with the mixed use character of the area and compatible with surrounding residential and commercial uses, as would other types of local retail. A FRESH market would not be likely to generate materially different site-specific impacts (such as shadows, historic resources, urban design, hazardous materials, air quality, and noise) compared to other types of local retail.

Text amendment to ZR §62-454 to exempt accessory parking located no more than 33' above the height of the base plane from the definition of floor area.

This text amendment would apply only to LSGDs approved by CPC on waterfront blocks within the Halletts Point peninsula within Queens Community District 1. This text amendment could be utilized by two other potential LSGDs on waterfront blocks within this area, specifically, the proposed Astoria Cove project and another potential assemblage to the east of Whitey Ford Field between 2nd Street and 4th Street (Queens tax blocks 911 and 912). However, the proposed Astoria Cove project is seeking other discretionary actions and is subject to its own environmental review. Furthermore, the potential assemblage east of Whitey Ford Field is currently zoned M1-1 and if developed as an LSGD it would likely be in combination with other discretionary actions, such as a zoning map amendment and LSGD special permits, and would also require its own environmental review. Therefore, any future use of the proposed text amendment at these sites would be assessed and disclosed to the public under and pursuant to a separate environmental review. By allowing parking to be further elevated, this proposed text would facilitate consistency with the expected Advisory Base Flood Elevations along the waterfront and would encourage resilience against future sea level rise. Development pursuant to this text amendment, which would allow parking garages to be elevated above currently permitted heights, would affect technical areas that are influenced by a development's specific design. For instance, an elevated garage developed pursuant to the text amendment would have different effects on urban design and visual resources. However, an elevated garage would not be expected to affect shadows as the overall permitted building height would not change with this amendment. Development pursuant to this text amendment would not be expected to materially affect other site-specific analyses such as noise or air quality.

Text amendment to ZR §23-952, §62-322, and Appendix F to apply the Inclusionary Housing program to the WF and Eastern Parcel.

This text amendment would extend the inclusionary housing program to the WF and Eastern Parcels and would apply only to the project site.

Text amendment to ZR §23-952 to add R7-3 base and maximum floor area ratios.

This text amendment would provide a floor area bonus for R7-3 districts mapped in inclusionary housing-designated areas. The only other R7-3 district mapped in an inclusionary housing-designated area is within Brooklyn Community Board 1, west of Kent Avenue between Broadway and Division. The inclusionary housing bonus already applied to R7-3 districts mapped in Brooklyn CB 1 pursuant to the zoning text amendment filed by DCP on March 27, 2006 (N060413ZRK) and the environmental effects were disclosed as part of that environmental

review and the environmental review for Rose Plaza on the River, which is also within that area and also sought the inclusionary housing bonus.

Text amendment to modify ZR §62-132 to allow lot lines coincident with the boundary of a mapped Public Park in Queens Community District 1 to be treated as a wide street line for the purposes of applying §23-86 (minimum distance between legally required windows and walls or lot lines.

This text amendment would allow buildings within an LSGD on a waterfront block in Queens Community District 1 to maintain legal windows within 30 feet of a lot line that is shared with public park. The number of properties that could seek to take advantage of this text amendment would be limited to those along the waterfront and adjacent to public parks without an intervening street, and would be required to meet the criteria for LSGDs (at least 1.5 acres and in common ownership on a single zoning lot). There is only one other property that is not already built out or under construction where this could be utilized—tax block 322, lot 118, which is adjacent to Rainey Park along the East River waterfront. This text amendment would allow legal windows within 30 feet of the lot line shared with Rainey Park but would not otherwise affect the potential uses or allow development of more floor area than otherwise permitted under existing zoning regulations. As such, this text amendment would affect only technical areas that are influenced by a development's specific design, in this case, specifically noise and urban design. With respect to urban design, the placement of windows along the park could result in a somewhat different pedestrian experience, but would not be expected to result in a significant adverse impact. With respect to noise, the placement of windows along the park could place sensitive receptors closer to a noise source, but the potential for any noise impacts would be assessed and disclosed to the public under and pursuant to a separate environmental review.

Text amendment to modify ZR §74-742 to permit a LSGD special permit to be applied for even if a portion of the LSGD is owned by the City or State of New York or is located within the bed of 26th Avenue, between 1st Street and the bulkhead line.

This text amendment would apply only to areas of 26th Avenue as delineated in the proposed text or to property partially in City or State ownership on the Halletts Point peninsula, as defined in the proposed text. This would permit special permits to be applied for and granted, but such special permits would be discretionary actions subject to their own environmental review. Therefore, any future use of this proposed text amendment would be assessed and disclosed to the public under and pursuant to a separate environmental review for the specific special permits being sought.

Text amendment to modify ZR §74-743 to enable the CPC to permit floor area distribution from a zoning lot on the Halletts Point peninsula containing existing public housing buildings to another zoning lot within a LSGD if there is unused floor area on a separate parcel containing light industrial buildings to be demolished and such distribution contributes to better site planning of a waterfront public access area and the development of affordable housing units.

This text amendment would apply only to the proposed project and its parcels. The proposed zoning text amendment would allow flexibility in distributing floor area from a zoning lot composed partly of the NYCHA Astoria Houses Campus—the only public housing complex located on the Halletts Point peninsula—if the zoning lot is also composed of a parcel containing light industrial buildings (representing the project's WF Parcel) to be demolished and its unused floor area can be transferred to another zoning lot within the LSGD to facilitate better waterfront public access and creation of affordable housing units.

H. DETERMINING IMPACT SIGNIFICANCE

To determine impact significance, each technical analysis assesses whether the project increment would result in significant adverse impacts. Significant adverse impacts are substantial changes in environmental conditions that are considered adverse under CEQR thresholds and assessments. The impacts discussion may also focus on the beneficial aspects of the project. In either case, the project increment is compared with the No Build condition.

Some technical areas provide quantitative thresholds for what constitutes a significant impact; others require a more qualitative assessment. The quantitative and qualitative information is used, as applicable, to determine the likelihood that an impact would occur, the timeframe in which it would occur, and its significance.

In accordance with the *CEQR Technical Manual*, the impact analysis considers both direct and indirect environmental effects of a project. Direct impacts are those that occur as a direct result of a proposed project, and are usually on the project site. Indirect impacts are generally more wide-ranging, and include such effects as changes in land use patterns that may result from a new development. The analysis also considers short-term, long-term, and cumulative impacts of the project, in accordance with CEQR and NEPA regulations. Short-term impacts occur for a short duration (generally due to construction of the project); long-term impacts are similar to indirect impacts, and include effects on the character of the community over the long-run. Cumulative impacts are two or more individual effects on the environment that, when taken together, are significant or that compound or increase other environmental effects. Cumulative effects are also considered the combined effects of similar projects that are either existing, under construction, or reasonably expected in the future. Cumulative impacts are assessed in Chapter 27 of this EIS.

I. MITIGATION

Where significant adverse impacts are identified, the lead agency must consider mitigation measures that would mitigate the impact to the greatest extent practicable. Mitigation measures for all significant adverse impacts identified in this EIS are described in Chapter 22, "Mitigation." CEQR guidance requires that any significant adverse impacts identified in the EIS be minimized or avoided to the fullest extent practicable, balanced against social, economic, and other considerations. As appropriate, the DEIS presents mitigation options for public review and discussion prior to the lead agency's selecting one for implementation, while the FEIS defines and evaluates specific mitigation measures that minimize or eliminate the significant adverse impacts.

Where feasible mitigation is not available or practicable, the EIS discloses the potential for unavoidable significant adverse impacts (see Chapter 24, "Unavoidable Adverse Impacts").

J. ALTERNATIVES

Chapter 23, "Alternatives," assesses a range of alternatives to the proposed project. SEQRA requires that a description and evaluation of the range of reasonable alternatives to a proposed action be included in an EIS at a level of detail sufficient to allow a comparative assessment of the alternatives to a proposed action. Alternatives and the rationale behind their selection are important in the disclosure of environmental effects of a proposed action. Alternatives provide options to the proposed action and a framework for comparison of potential impacts and project objectives. If the environmental assessment and consideration of alternatives identify a feasible

alternative that eliminates or minimizes significant adverse impacts, the lead agency may want to consider adopting that alternative as the proposed action. CEQR also requires consideration of a "No Action Alternative" that evaluates environmental conditions that are likely to occur in the No Action condition. The alternatives analyzed in this EIS were identified, in part, based on comments received during the scoping process and include the examination of a "No Action," or as-of-right, alternative that assumes the continuation of the existing zoning and uses on the site, a Reduced Density Alternative, and a No Unmitigated Impacts Alternative. ✷