

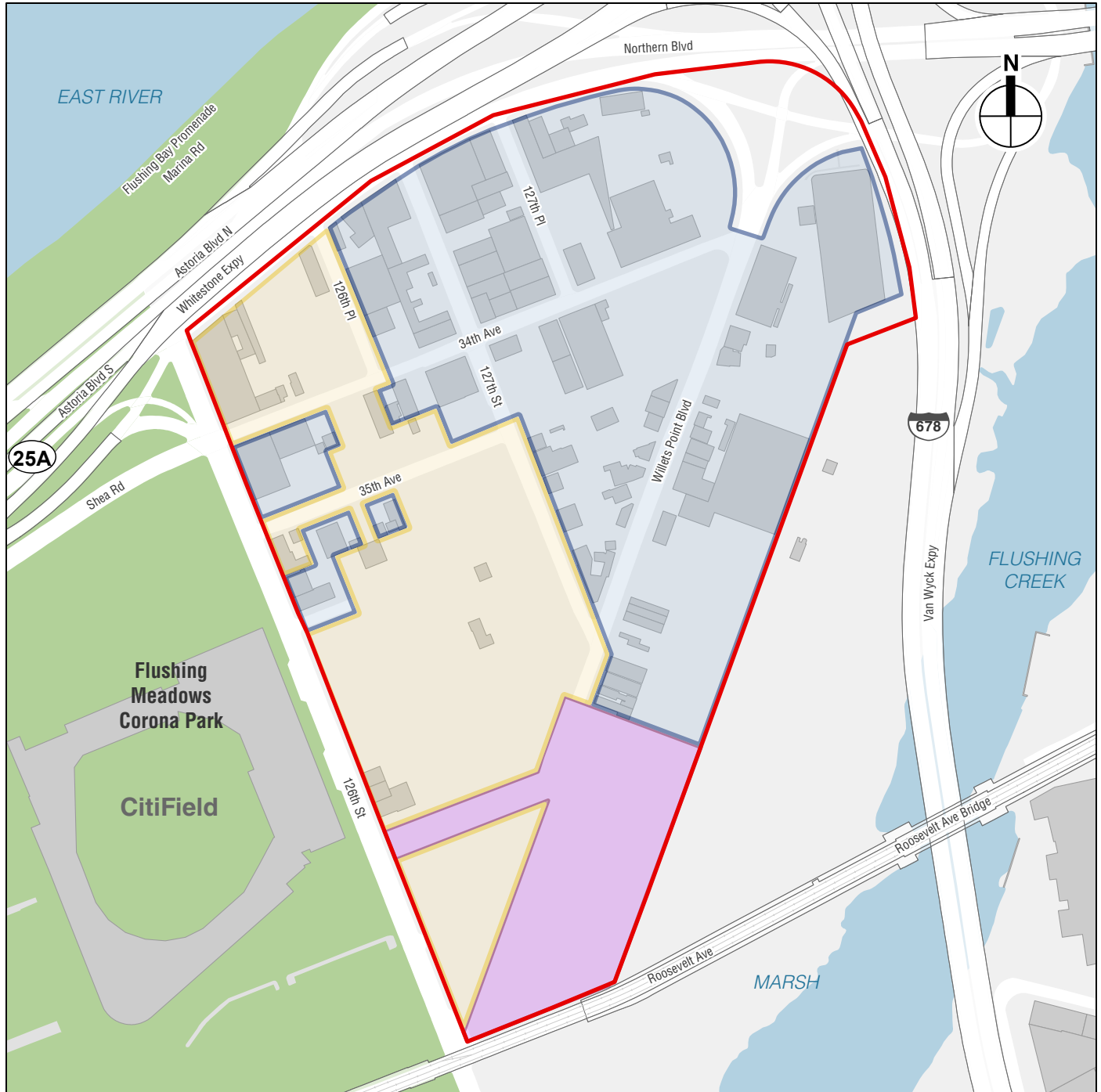
A. INTRODUCTION

This Second Supplemental Environmental Impact Statement (SSEIS) to the 2008 Willets Point Development Plan Final Generic EIS (2008 FGEIS) addresses proposed modifications to the previously approved Willets Point Development Plan for the approximately 61-acre Special Willets Point District (SWPD, or the “District”) in Queens Community District 7.





Development of an approximately 8-acre southern portion of the SWPD (the “Phase 1 Site”) will commence in 2023 for a project containing 100 percent affordable housing, local retail, a public school, open space, and accessory parking (the “Phase 1 Development”). The Co-applicants, Queens Development Group (QDG) and the City Football Group (CFG), along with Co-applicant New York City Economic Development Corporation (NYCEDC), are now proposing to build the next phase of development within the District (the “Phase 2 Development”) on an approximately 17-acre site adjacent to the Phase 1 Site. The project site for the Phase 2 Development (the “Phase 2 Site”) is an irregularly shaped site roughly bounded by Seaver Way (formerly known as 126th Street) on the west, Northern Boulevard and 34th Avenue on the north, 126th Place and 127th Street on the east, and Willets Point Boulevard and Roosevelt Avenue on the south (see **Figure S-1** for a project location map and **Figure S-2** for an aerial of the Project Site).

The proposed Phase 2 Development is the development of the Phase 2 Site with approximately 1.3 million gross square feet (gsf) of residential development (approximately 1,400 units, all of which would be affordable); a 250-room, 215,000-gsf hotel; approximately 83,000 gsf of local retail use; a 500,000-gsf soccer-specific stadium for the New York City Football Group (NYCFC); and 500 accessory parking spaces. The proposed stadium would have a maximum capacity of approximately 25,000 seats. The Phase 2 Development would also include approximately 2.77 acres of publicly accessible open space, largely comprised of completing a pedestrian plaza at the corner of 126th Street/Seaver Way and Roosevelt Avenue, as well as linear and plaza spaces throughout the Phase 2 Site.

The Co-applicants are seeking land use actions to facilitate the Phase 2 Development, including special permits to permit proposed stadium and hotel uses; a special permit to modify the District’s use, bulk, parking, and mandatory improvement/urban design regulations and to allow the distribution of floor area without regard for zoning lot lines; zoning text amendments to modify the provisions of the ZR 124-60 special permit and ZR 124-05 Certification for Large Developments, ZR 124-31 Standards for Streets and Blocks and ZR 124-40 Publicly Accessible Open Space Requirements; and City Map amendments to convert the private streets in the Phase 1 Development to mapped City streets and allow for a future increase in the grade of streets surrounding the Phase 2 Site in conjunction with a future Phase 3 Development. Other actions being sought include City discretionary funding for Phase 2 affordable housing and approval of the business terms of the Proposed Project by the Borough Board pursuant to Section 384(b)(4) of the New York City Charter (collectively with the land use actions, the Proposed Actions).







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-  Project Site
-  Phase 1
-  Phase 2 (including Adjacent Roadways)
-  Phase 3





-  Project Site
-  Phase 1
-  Phase 2 (including Adjacent Roadways)
-  Phase 3

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These Proposed Actions require review under City Environmental Quality Review (CEQR). CEQR provides a means for decision makers and other government agencies to consider environmental effects, along with other aspects of project planning and design; identify and mitigate (where practicable) any significant adverse environmental impacts; and evaluate reasonable alternatives. Because it has been determined that the Proposed Actions may result in new or different significant adverse impacts than were disclosed in prior environmental review of the Willets Point Development Plan (see discussion below), the Proposed Actions require review and the preparation of an SSEIS under CEQR. As a disclosure document, this Draft SSEIS will afford stakeholders and the community the opportunity to provide comments on the potential for significant adverse impacts. The New York City Office of the Deputy Mayor for Housing, Economic Development, and Workforce (DMHEDW), formerly the Office of the Deputy Mayor for Economic and Workforce Development (DMEWD), is the lead agency for the environmental review.

B. PROJECT BACKGROUND

On September 12, 2008, the Office of the Deputy Mayor for Economic Development issued a Notice of Completion for the 2008 FGEIS. Zoning actions to facilitate the Willets Point Development Plan, with subsequent modifications, was approved by the New York City Planning Commission (CPC) and New York City Council on September 24, 2008 and November 13, 2008, respectively, and the project that was anticipated to be developed as a result of the actions is referred to herein as “the Approved Plan.” Under the Approved Plan, the approximately 61-acre Willets Point Development District (coterminous with the SWPD) was anticipated to be redeveloped with up to 8.94 million gsf of residential, retail, hotel, convention center, entertainment, commercial office, community facility, open space, and parking uses. The Approved Plan changed the underlying zoning of the District from an M3-1 district (and a small area zoned R3-2) to a C4-4 district and created an Urban Renewal Plan (URP) and a zoning Special District (i.e., the SWPD). The SWPD includes urban design regulations, addressing such elements as the location of uses, building heights and setbacks, street hierarchies, streetscape design, and other site planning and design provisions.

Subsequent to the approval of the Approved Plan in 2008, the City revised and reissued a Request for Qualifications and Request for Proposals (RFPs) for the redevelopment of this area. In 2012, QDG was selected as the City’s designated developer for an initial 20-acre City-owned portion of the SWPD (then termed “Phase 1”). Under that proposal, QDG proposed development of additional land beyond the boundaries of the SPWD in order to introduce a retail destination on portions of the main Citi Field stadium parking field (“Willets West”) and Citi Field parking fields south of Roosevelt Avenue. In 2013, a Supplemental EIS (2013 FSEIS) was prepared to assess the potential effects of the QDG program. In 2014, QDG received approval to modify the original Willets Point Development Plan to include the proposed “Willets West” development and the development of structured parking facilities on surface parking Lot D and South Lot along Roosevelt Avenue adjacent to Citi Field, as well as changes to the phasing of the project.

The 2013 FSEIS assumed that the District would be developed in three phases. Phase 1A, anticipated to be completed by 2018, comprised the remediation and development of a small portion of the District along 126th Street with a hotel and retail space, with the remainder of the 23-acre City-owned portion of the District to be used as an interim surface parking/recreational area. Phase 1B—anticipated to be completed ten years after Phase 1A (by 2028)—comprised the development of the interim surface parking/recreational area created during Phase 1A with

residential, retail, community facility, and public school uses, along with parking and more than six acres of new public open space. In Phase 2, the remainder of the District was assumed to be built out substantially as described in the 2008 FGEIS, with a total of approximately 8.94 million gsf of development. As with Phase 1B, Phase 2 was anticipated to be completed incrementally over four years, with full buildout expected to be completed by 2032. Subsequently, in 2017, the New York State Court of Appeals held that the Willets West portion of the Plan analyzed in the 2013 FSEIS required approval of the New York State Legislature; however, the analysis, methodology, and conclusions of the 2013 FSEIS were not an issue in that litigation. Since that legal challenge, neither the Willets West program that was invalidated by the New York State Court of Appeals, nor the overall 2013 plan moved forward.

In 2018, the City abandoned the 2013 plan and instead announced its intentions to focus on a first phase of development in Willets Point to deliver affordable housing, a new school, and necessary infrastructure and utilities within the southern portion of the SWPD. In 2021, a Technical Memorandum (TM005) was prepared to assess the potential effects of this smaller program on an approximately 8-acre southern portion of the SWPD. This program, then referred to as the “Phase 1 Development,” (different from the 2012/2013 Phase 1 plan) includes an all-affordable residential development, local retail, a public school, open space, and accessory parking. Following the TM005 approval and also in 2021, QDG secured for the Phase 1 Development CPC Chairperson certification per Zoning Regulation (ZR) Section 124-05 and Borough Board approval of the business terms of the proposed ground lease to QDG per New York City Charter section 384(b)4. QDG has been remediating the Phase 1 Development site for over two years, and all remediation activities for this portion of the District were completed in spring 2023. Following remediation completion, QDG is expected to commence vertical construction and completion of the Phase 1 housing by 2026. The New York City School Construction Authority (SCA) is expected to complete the new school on the Phase 1 Site by 2027.¹

The Co-applicants, QDG, CFG, and NYCEDC, are now proposing to build the next phase of development within the District—the Phase 2 Development—on the Phase 2 Site. As described above, the proposed Phase 2 Development includes an all-affordable residential development, a 25,000-seat soccer-specific stadium, a hotel, local retail, and open space.

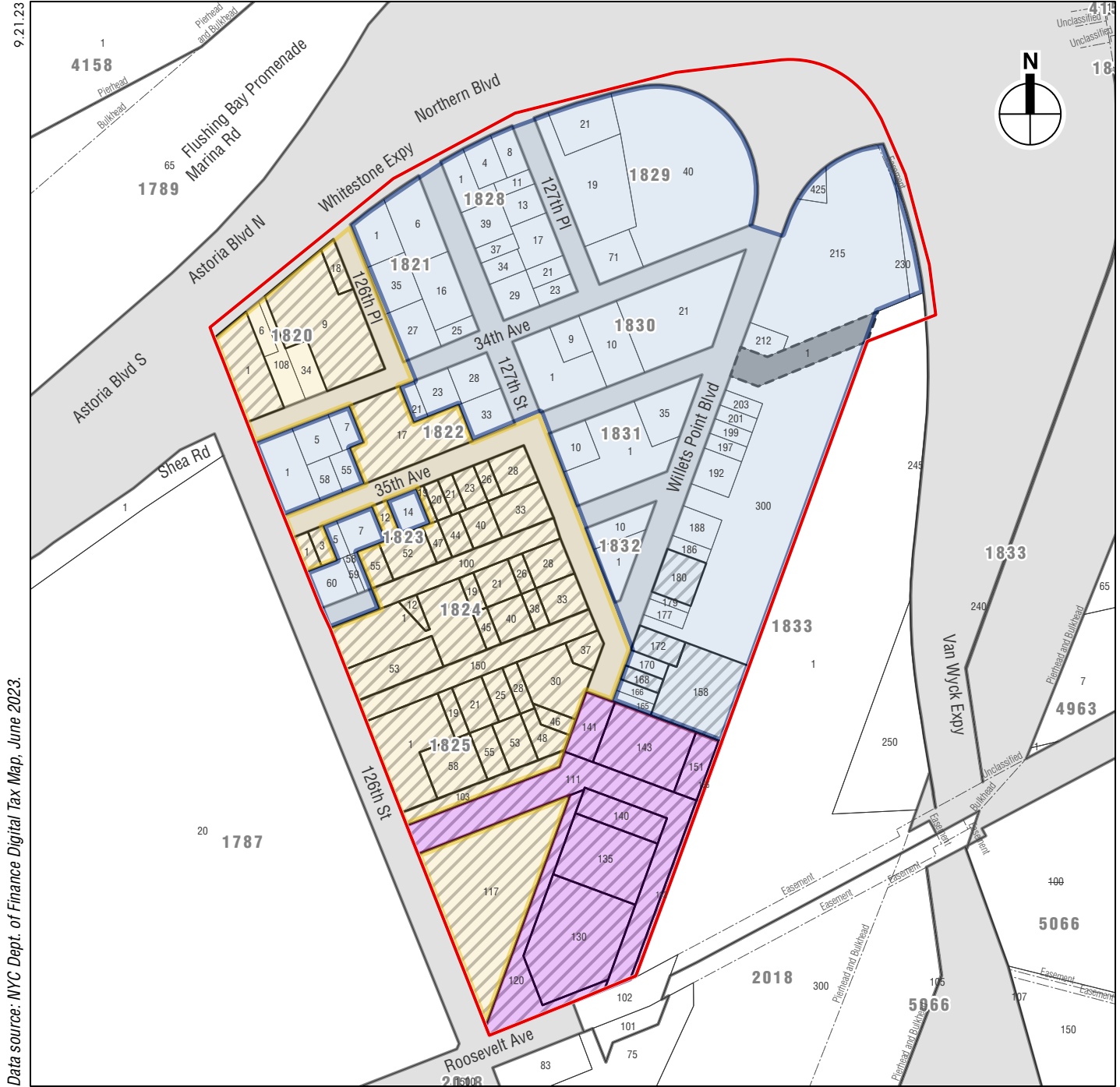
C. DESCRIPTION OF THE PROJECT SITE

The Project Site is defined as the SWPD as a whole. The site of the proposed Phase 2 Development (the “Phase 2 Site”) and the area anticipated to be redeveloped in the future as the Phase 3 Development (the “Phase 3 Site,” for which no specific development plan has been determined and no developer has been designated) are individual parcels or groups of parcels within the District, as is the site of the Phase 1 Development anticipated to commence construction in 2023 (see **Figure S-3**).

SPECIAL WILLETS POINT DISTRICT / WILLETS POINT DEVELOPMENT DISTRICT

The SWPD and Willets Point Development District are coterminous and comprise an approximately 61-acre area located to the east of Citi Field baseball stadium and northeast of the

¹ There is an ongoing proceeding to remove a party encroaching on a small portion of the site planned for the school play space.



Data source: NYC Dept. of Finance Digital Tax Map, June 2023.

- Project Site
- Phase 1
- Phase 2 (including Adjacent Roadways)
- Phase 3
- Tax Lot Boundary
- Tax Block Boundary
- City-owned parcels
- MTA LIRR owned

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WILLETS POINT-PHASE 2

**Tax Map
Figure S-3**

Willets Point Phase 2 Development

USTA Billie Jean King Tennis Center and Flushing Meadows-Corona Park. The District is bounded to the north by Northern Boulevard and the Whitestone Expressway, to the east by the Van Wyck Expressway, to the south by Roosevelt Avenue, and to the west by 126th Street (also called Seaver Way).

Since 2009, NYCEDC, on behalf of the City, has negotiated the acquisition of approximately 23 acres of property located in the District. Businesses on some of the acquired properties are continuing to operate either as direct tenants of the City or through leaseback arrangements with the former property owners. The City's Department of Housing Preservation and Development (HPD) is managing the City-owned properties within the District, which are licensed to QDG for onsite work, including remediation, utilities, and site prep for the Phase 1 Development. Remediation of the Phase 1 Site was completed in spring 2023. Most of the City-owned portion of the District also has been entered into the New York State Department of Environmental Conservation (NYSDEC) Brownfield Cleanup Program (BCP), with QDG acting as applicant and performing remediation activities. On the non-City-owned portion of the District (approximately 39 acres), lots remain in private ownership and are currently predominantly used for industrial, transportation, utility, and parking uses.

As described above, the Willets Point Development Plan approved in 2008 anticipated that the District would be redeveloped with up to 8.94 million gsf of residential, retail, hotel, convention center, entertainment, commercial office, community facility, open space, and parking uses. The regulations of the Special Willets Point District were designed to ensure the achievement of this master plan by prescribing the location of uses, including retail, office, hotel, cinema, and convention center uses. Site planning and design provisions specify maximum block dimensions, minimum street and sidewalk dimensions, building heights and setbacks, roof design requirements, and minimum amounts and locations of publicly accessible open space.

PHASE 1 SITE

The approximately 8-acre site of the Phase 1 Development anticipated to commence construction in 2023 (the Phase 1 Site) comprises a City-owned parcel at the southwest corner of the District: Block 1833, Lots 111, 112, 120, 130, 135, 140, 141, 143, 151, and 155 on the tax map for the 2023–2024 effective tax year. The Phase 1 Site includes the demapped streetbeds of former 38th Avenue between 126th Street/Seaver Way and Willets Point Boulevard, former 39th Avenue between 126th Street/Seaver Way and Willets Point Boulevard, and former Willets Point Boulevard between 126th Street/Seaver Way and the northern lot line of Block 1833, Lot 141.

PHASE 2 SITE

The approximately 17-acre site of the proposed Phase 2 Development (the Phase 2 Site) comprises the following blocks and lots within the western portion of the District:

- Block 1820, Lots 1, 6, 9, 18, 34, and 108;
- Block 1822, Lot 17;
- Block 1823, Lots 1, 3, 12, 19, 20, 21, 23, 26, 28, 33, 40, 44, 47, 52, and 55;
- Block 1824, Lots 1, 12, 19, 21, 26, 28, 33, 38, 40, 45, 53, and Lot 100, which is the demapped portion of the streetbed of 36th Avenue between 126th Street/Seaver Way and 127th Street;

- Block 1825, Lots 1, 19, 21, 25, 28, 30, 37, 46, 48, 53, 55, 58, and Lot 150, which is the demapped streetbed of former 37th Avenue between 126th Street/Seaver Way and 127th Street; and
- Block 1833, Lots 103 and 117.

Outside of the Phase 2 lots to be redeveloped are the following adjacent streets, which are proposed to be repaired by 2027 in conjunction with the Proposed Project: 35th Avenue, between 126th Street/Seaver Way and 127th Street; 34th Avenue, between 126th Street/Seaver Way and 126th Place; 126th Place, between Northern Boulevard and 34th Avenue; 127th Street, between 35th Avenue and Willets Point Boulevard; and Willets Point Boulevard, between 127th Street and the northern edge of the Phase 1 Site.

The lots within the Phase 2 Site are City-owned, except for Lots 6, 34, and 108 on Block 1820, which are privately owned. Many of these lots are vacant, with the exception of Block 1820, Lots 1, 6, 34, and 108 and Block 1825, Lots 1 and 58, which contain auto-related uses.

The majority of the lots within the Phase 2 Site are enrolled in the BCP. Pre-construction remedial activities at this BCP parcel are in progress—with the exception of Block 1833, Lots 117, 158, and 172—and are anticipated to be completed in 2023.

Lots 1 and 3 on Block 1823 would be included in the proposed stadium ground lease and thus are included within the Phase 2 Site; however, redevelopment of this lot is expected to occur at a later date, as part of the potential future Phase 3 Development, and thus these lots are not included in the ULURP plans for the Phase 2 Development. While it is possible that these lots could be used for interim open space use until their redevelopment, due to the uncertainty of the scope and timing of such potential interim use, analysis of the 2027 With Action condition will not assume new open space at this location.

PHASE 3 SITE

The remaining portion of the District, which remains largely in private ownership, comprises approximately 36 acres and the following blocks, lots, and streets:

- Block 1821, Lots 1, 6, 16, 25, 27, and 35;
- Block 1822, Lots 1, 5, 7, 21, 23, 28, 33, 55, and 58;
- Block 1823, Lots 5, 7, 14, 58, 59, and 60;
- Block 1828, Lots 1, 4, 8, 11, 13, 17, 21, 23, 29, 34, 37, and 39;
- Block 1829, Lots 19, 21, 40, and 71;
- Block 1830, Lots 1, 9, 10, and 21;
- Block 1831, Lots 1, 10, and 35;
- Block 1832, Lots 1 and 10; and
- Block 1833, Lots 158, 165, 166, 168, 170, 172, 177, 179, 180, 186, 188, 192, 197, 199, 201, 203, 212, 215, 230, 300, 425, and a portion of Lot 1.

The Phase 3 Site also includes the following streets: 127th Street between Northern Boulevard and 34th Avenue; 127th Place between Northern Boulevard and 34th Avenue; 34th Avenue between 127th Street and Willets Point Boulevard; 35th Avenue between 127th Street and Willets Point Boulevard; 36th Avenue between 127th Street and Willets Point Boulevard; and Willets Point Boulevard between the northern boundary of Block 1833, Lot 158, and Northern Boulevard.

Willets Point Phase 2 Development

On Block 1833, the City owns Lots 158, 168, 172, and 180, and the Metropolitan Transportation Authority (MTA)-Long Island Rail Road (LIRR) owns the portion of Lot 1. As described above, this portion of the District is currently predominantly used for industrial and auto-related uses. Waste transfer and recycling businesses are currently operating in this portion of the District, and one large food production and distribution use—House of Spices—is located in the portion of the Phase 3 Site east of Willets Point Boulevard. Several undeveloped lots in the District contain either open-air storage of construction materials or used auto parts. A two-story commercial office building for Tully Environmental, Inc. is also located on Block 1829, Lot 40.

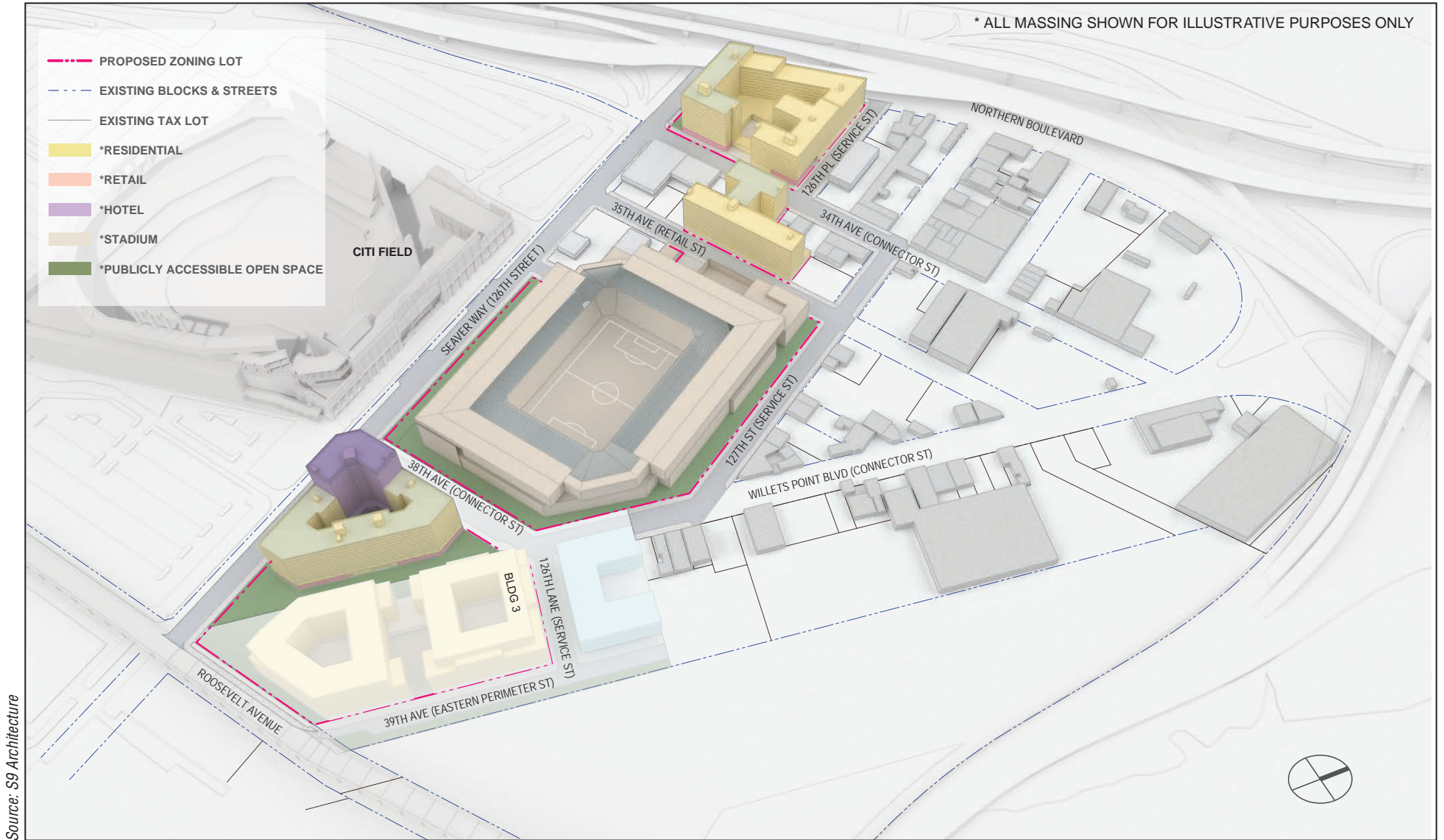
DESCRIPTION OF THE SURROUNDING AREA

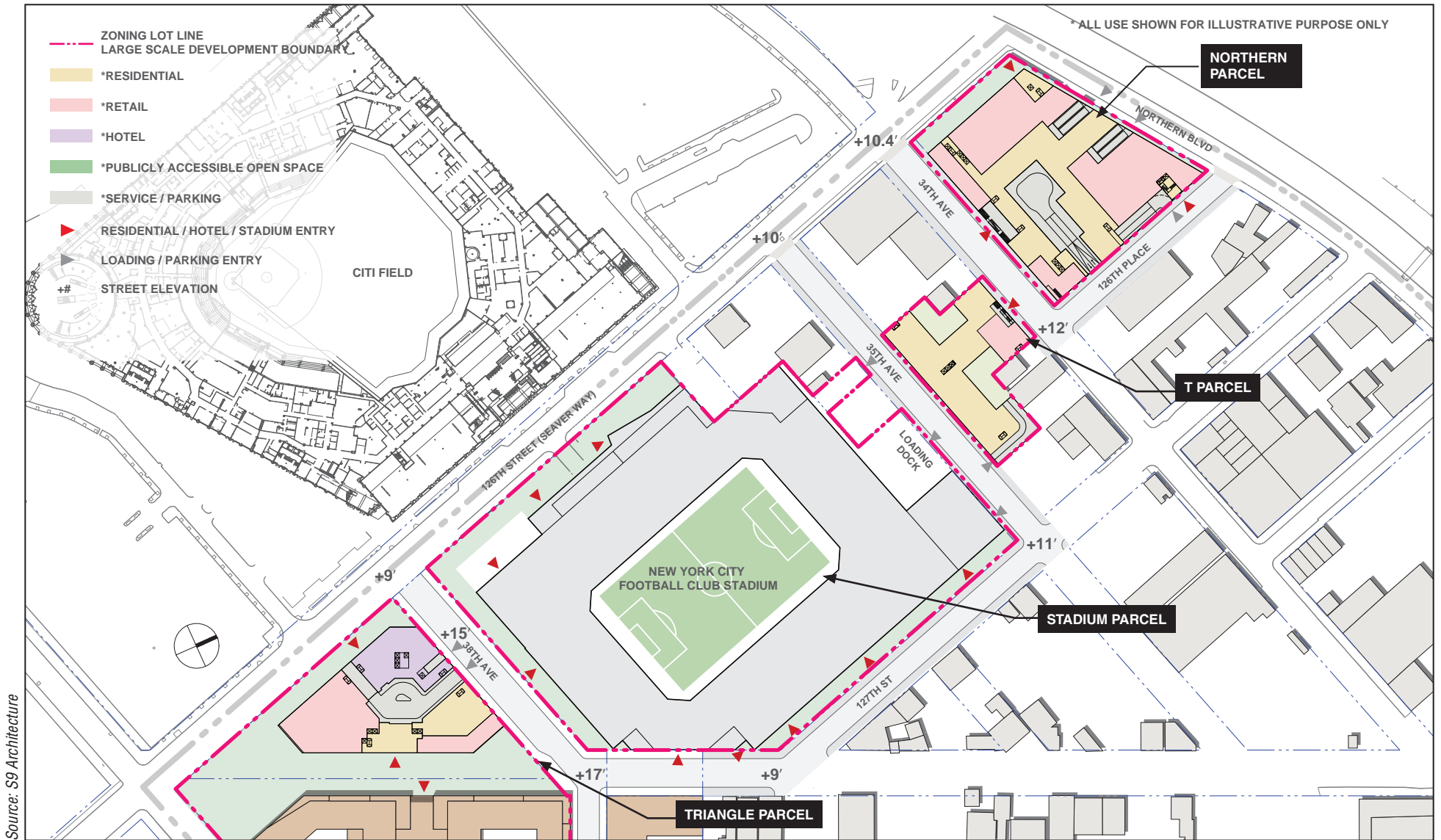
The area surrounding the District includes Flushing Bay, the World's Fair Marina, and the neighborhood of College Point to the north; Flushing Creek and the neighborhood of Downtown Flushing to the east; Flushing Meadows-Corona Park to the south, including the aquatic center and the United States Tennis Association (USTA) Billie Jean King Tennis Center in closest proximity; and the Citi Field baseball stadium and its surrounding parking lots to the west. The Whitestone Expressway and Northern Boulevard extend through the surrounding area near the waterfront; the Van Wyck Expressway extends from College Point south through the surrounding area along the eastern edge of Flushing Meadows-Corona Park; and the Grand Central Parkway extends from the waterfront south through the surrounding area along the western edge of Flushing Meadows-Corona Park. The New York City Transit (NYCT) No. 7 (Flushing Local and Express) train line extends through the area on a viaduct above Roosevelt Avenue, with the Mets-Willets Point station and the Corona Maintenance Facility directly south of Citi Field. The LIRR Port Washington Branch line also extends east-west through the area between Roosevelt Avenue and the U.S. Tennis Association's (USTA) Billie Jean King Tennis Center, with a Mets-Willets Point station that has full LIRR service as of April 2023. The area along both sides of Flushing Creek is generally zoned for manufacturing use (M3-1, M2-1, and M1-1); Flushing Meadows-Corona Park is zoned parkland, with the exception of the MTA maintenance facility area parallel to the NYCT No. 7 line, which is zoned M1-1; and the area along the Whitestone Expressway and Grand Central Parkway is zoned for residential use (R3-2). A portion of Downtown Flushing that extends west to Flushing Creek is zoned for commercial use (C4-2).

D. DESCRIPTION OF THE PROPOSED PROJECT

PHASE 2

The Phase 2 Development is the proposed development of approximately 17 acres of the 61-acre District, adjacent to the Phase 1 Site. As described above, the Phase 2 Development would include approximately 2,098,000 gsf, including 1.3 million gsf of residential development (approximately 1,400 units, all of which would be affordable); a 250-room, 215,000 gsf hotel; 83,000 sf of local retail; a 500,000 gsf soccer-specific stadium for NYCFC; and 500 accessory parking spaces (see **Figures S-4 and S-5**). The proposed stadium would have a maximum capacity of 25,000 seats. The Phase 2 Development also would include approximately 2.77 acres of publicly accessible open space. The Phase 2 Development is currently anticipated to be financed through HPD/HDC subsidy (multi-family affordable), tax-exempt bonds, privately raised capital sources, and developer equity, and is currently anticipated to include affordability tiers ranging from 30 percent to 130 percent area median income (AMI).





The Phase 2 Development would be comprised of four zoning lots on portions or all of four blocks, as follows (see **Figure S-5**):

- The Phase 2 portion of the southernmost (“Triangle”) zoning lot would be located north-adjacent to the Phase 1 parcels and contain the 250-room hotel, approximately 399,000 sf (350 units) of 100 percent affordable residential uses, 22,000 sf of retail, and a 121-space parking garage, all surrounded by publicly accessible open space;
- The Stadium zoning lot would be located north of the Triangle zoning lot, bounded by 126th Street/Seaver Way to the west, new 38th Avenue (Connector Street) to the south, 127th Street to the east, and 35th Avenue to the north. It would contain the 25,000-seat soccer-specific stadium and 6,000 sf of accessory retail and other uses, as well as 27 parking spaces and publicly accessible open space along its west, south and east frontages;
- North-adjacent to the Stadium zoning lot would be the “T-Parcel” zoning lot, bounded by 35th Avenue to the south, 34th Avenue to the north, and private property to the east and west between 126th Street/Seaver Way and 127th Street. This zoning lot would contain approximately 301,000 sf (340 units) of 100 percent affordable residential uses, approximately 4,000 sf of ground-floor retail uses, and a 97-space parking garage; and
- The northernmost (“Northern”) zoning lot would encompass the entire block between 126th Street/Seaver Way, Northern Boulevard, 126th Place, and 34th Avenue. It would contain two 100 percent affordable residential buildings totaling approximately 627,000 sf (710 units), approximately 51,000 sf of ground-floor residential use, a 255-space parking garage, and publicly accessible open space along its west and north frontages.

PARKING

The majority of the approximately 500 parking spaces to be provided within the District in Phase 2 will be accessory to the proposed non-stadium uses, with a nominal number of additional staff, ADA-accessible, and VIP spaces on the stadium block (approximately 27 spaces). These spaces would be provided in three below-grade parking facilities in the cellar levels of the buildings on the Triangle Parcel, T-Parcel, and Northern Parcel, as well as at the ground floor of the northeast corner of the stadium, accessed from 35th Avenue. Parking for attendees of events at the soccer-specific stadium is expected to be outside the District at spaces surrounding Citi Field via an agreement with the Queens Baseball Company, an affiliated entity of the New York Mets. Standards for the timing of events at the soccer-specific stadium and Citi Field will be established between CFG and the New York Mets to ensure parking spaces are not required for both venues at the same time. These standards will also prohibit the routine scheduling of major events at the soccer-specific stadium within a set amount of time before or after the commencement of baseball games at Citi Field. Relevant chapters of this SSEIS consider the potential for a future condition in which the Citi Field parking lots would not be available for attendees of events at the NYCFC stadium who choose to travel to the event by private auto (see “Alternative Transportation Scenario” section below).

STREETS

The proposed Phase 2 Development would utilize and improve the existing built street network surrounding the Phase 2 Site. These streets include: 126th Street/Seaver Way and Northern Boulevard (both adjacent to the District), 34th Avenue, 35th Avenue, 126th Place, 127th Street, and a portion of Willets Point Boulevard extending from 127th Street. Additionally, the Phase 2 Development would utilize the private street network that is currently planned for development in

Willets Point Phase 2 Development

Phase 1 and which streets are proposed to be mapped as public streets on the City Map as part of the Proposed Actions. These streets include: Connector Street (38th Avenue), Service Street (127th Street), Eastern Perimeter Street (39th Avenue), and the portion of Willets Point Boulevard extending from 38th Avenue.

OPEN SPACE

The proposed Phase 2 Development is currently anticipated to include approximately 2.77 acres of privately owned publicly accessible open space, to be located generally along 126th Street/Seaver Way and Northern Boulevard. As the open spaces would be located on parcels that front on streets (notably 126th Street/Seaver Way) that would remain at their existing grade in the 2027 With Action condition, they would be designed with different approaches to grade changes to transition from street level to the ground-floor level of the proposed buildings and to the grade of other streets. Publicly accessible space is anticipated to be provided in the form of:

- A landscaped Entry Plaza at the southern end of the Triangle parcel, adjacent to the intersection of Roosevelt Avenue and 126th Street/Seaver Way. This open space would be adjacent to the entry plaza to be constructed in conjunction with the Phase 1 Development, and is expected to include a paved area, a lawn, and raised planting beds;
- A landscaped strip of publicly accessible space adjacent to the east sidewalk of 126th Street/Seaver Way on the Triangle parcel from the entry plaza to 38th Avenue. This open space would be elevated approximately 7 feet above the sidewalk adjacent to the proposed building, and it would transition down to the sidewalk with stepped terraces, stairs, and a sloped path;
- A landscaped pedestrian connection along the east side of the building on the Triangle parcel. This open space would be integrated with the open space that will have been constructed along the west side of the Phase 1 Site in the 2027 No Action condition to create a 75-foot-wide open space between the 126th Street/Seaver Way and Roosevelt Avenue intersection and 38th Avenue where the pedestrian connection would widen to create a landscaped plaza at the northeast corner of the building on the Triangle parcel;
- An entrance plaza at the southwest corner of the stadium and landscaped strips along the west (126th Street/Seaver Way), south (38th Avenue), and east (127th Street) frontages of the stadium. The open spaces along 126th Street/Seaver Way and 38th Avenue would be designed with grade changes and raised transition zones. There would be wide flights of stairs from the open space on 126th Street/Seaver Way to the entrance at the southwest corner of the stadium; and
- On the Northern parcel, a wide landscaped strip of publicly accessible space adjacent to the east sidewalk of 126th Street/Seaver Way and a narrow strip of publicly accessible open space adjacent to the south sidewalk of Northern Boulevard. The open space along 126th Street/Seaver Way would be elevated approximately 5 feet above the sidewalk adjacent to the proposed residential building on the Northern parcel, and it would transition down to the sidewalk with raised terraces, stairs, and a sloped path.

SUSTAINABILITY

In support of PlaNYC and the UN Sport for Climate Action Framework, the proposed Phase 2 Development will work towards a net-zero carbon emissions goal by 2040.² The Co-applicants seek to advance environmentally sustainable design, construction, and operation, focused especially on eliminating consumption of fossil fuels³ and other non-renewable resources, reduction of transportation emissions, waste minimization, and support for a healthy, economically productive, and more equitable community. The planning, design, and operation of the proposed Phase 2 Development will be certified and guided by the U.S. Green Building Council's LEED Certification criteria, the UN Sustainable Development Goals, UN Sport for Climate Action Framework, PlaNYC: 'Getting Sustainability Done,' and supporting standards and initiatives.

To achieve the above goals, the proposed Phase 2 Development includes:

Renewable Energy and Electrification: The proposed Phase 2 buildings and NYCFC stadium will advance its goal to be fully electric and hosting its own substantial on-site solar energy generating installations.

Efficient Design: The proposed Phase 2 buildings will be designed to comply with LL97 carbon allowances through 2035, with a goal of net-zero carbon emissions by 2040. Additionally, the proposed Phase 2 Development team will measure and reduce the embodied carbon associated with the project.

Support for Regional Farmers and Local Food Vendors: The NYCFC stadium will give priority to procuring produce from regional growers and food vendors in order to promote regional economic development while reducing the carbon generating transportation impacts related to the provision of food.

Zero Waste. The proposed Phase 2 Development supports the "circular economy" objectives and the "zero-waste" movement, which promotes 90 percent diversion of waste from landfills and waste combustors. Operations will help advance the City's long-term goal focused on the eco-management and reduction of food waste as regulated under Conservation Law §§ 27-2201-27-2219 through recycling and organic waste separation and collection, post-stadium-event food donation programs, and special collection events for e-waste, batteries, and clothing among others.

Eco-KPI Measurement. The measurement of sustainability-relevant Key Performance Indicators (KPIs) will be comprehensively used to assess and guide NYCFC's operations to assure optimal performance of all technologies in use, and to measure all knowable greenhouse gas (GHG) emissions.

PHASE 3

There has been no developer designated for the Phase 3 land, nor has any specific development plan been established. However, for conservative purposes of the SSEIS, it is assumed that the portion of the District not developed in Phase 1 or Phase 2 would be built out generally consistent with existing zoning for the area and substantially as anticipated and analyzed in the 2008 FGEIS and subsequent environmental reviews. This assumption is referred to here as the anticipated

² For Scopes 1 and 2 emissions and a list of Scope 3 emissions recommended by the UNFCCC or governing framework.

³ With the exception of emergency backup power.

Phase 3 Development. While the prior environmental reviews analyzed an overall development within the District of 8.94 million gsf, given the lower density of the development anticipated to commence construction in 2023 within the Phase 1 Site and currently proposed for the Phase 2 Site as compared to what was analyzed in the 2008 FGEIS, it is now expected that at full buildout the District would not include more than approximately 8.2 million gsf. This overall total of 8.2 million gsf of development assumes full construction of all remaining project blocks in the District generally to their full permitted height and setback envelope. As such, additional development above 8.2 million gsf would be unlikely, and the development assumptions presented here provide a reasonable worst-case for development of Phase 3. No specific plans for development on the Phase 3 site are currently being proposed and the development scenario for Phase 3 outlined below has been established for the sole purpose of a conservative analysis in this SSEIS. Development activities for Phase 3 are anticipated to proceed incrementally, with the necessary associated site acquisition, remediation, grading, and infrastructure improvements occurring in advance of building construction. The Van Wyck Expressway ramps associated with full buildout of the District are assumed to be in place by completion of the Phase 3 Development.

Table S-1 summarizes the proposed program for the Phase 2 Development and the updated reasonable worst-case development scenario (RWCDs) development program for Phase 3. **Table S-2** compares the anticipated full District build-out from the 2008 FGEIS and 2013 FSEIS to the current assumptions for this SSEIS. **Figure S-6** illustrates the RWCDs for the future Phase 3 Development, and **Figures S-7 and S-8** illustrate the anticipated District street and open space plans. **Figure S-9** illustrates the No Action condition (the Phase 1 Development).

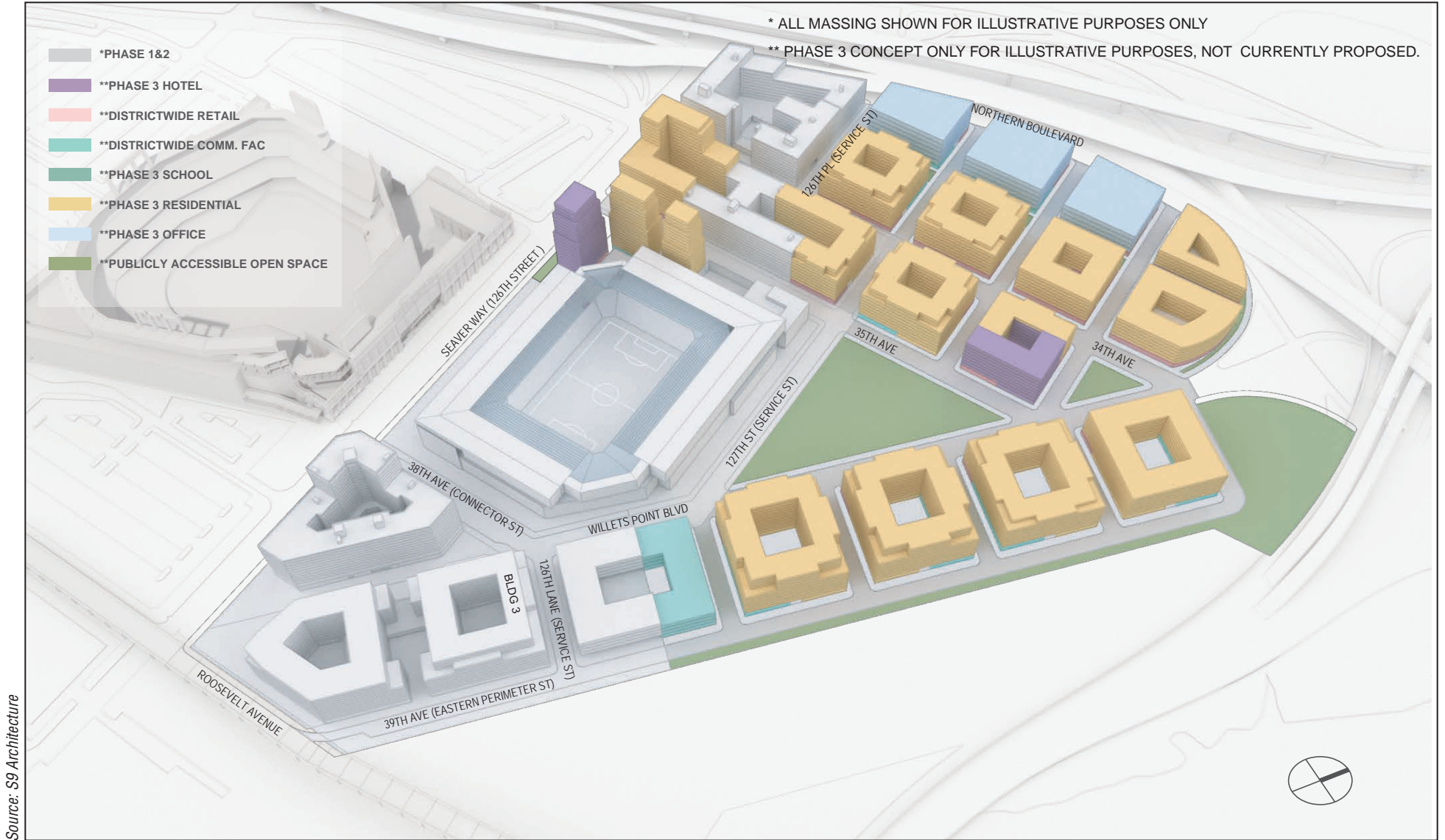
E. PURPOSE AND NEED OF THE PROPOSED ACTIONS

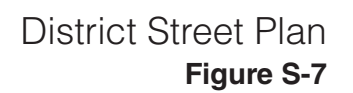
The Proposed Project would deliver upon decades of plans to remediate, restore, revitalize, and renew the Willets Point area through the development of thousands of units of critically needed affordable housing and the construction of a permanent home for the NYCFC soccer team.

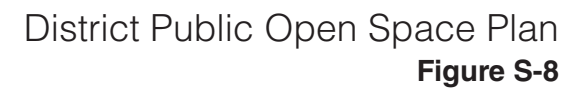
Combined with the Phase 1 Development—which is currently underway—the transformation of Willets Point would be anchored by 2,500 new affordable homes, which would be the largest 100-percent affordable, new construction housing project in New York City in 40 years. The proposed Phase 2 Development would also bring New York City’s first soccer-specific stadium to Willets Point, along with over 2.77 acres of public open space, a 250-key hotel, and neighborhood-serving, ground-floor retail shops that would create good-paying jobs for community residents.

This historic plan would bring significant long-term economic opportunity to a community that has long been underserved. The entire project is expected to generate \$6.1 billion in economic impact over the next 30 years, creating 1,550 permanent jobs and 14,200 construction jobs. With the creation of a new soccer-specific stadium, Willets Point will become the City’s premier sports hub, with the New York Mets’ Citi Field and USTA Billie Jean King National Tennis Center within walking distance of MTA’s Mets-Willels Point subway and LIRR station.

The vision for the transformation of Willets Point builds on core goals of the City as articulated in *Rebuild, Renew, Reinvent: A Blueprint for New York City’s Economic Recovery* and *Housing Our Neighbors: A Blueprint for Housing and Homelessness*, including leveraging neighborhood infrastructure investments to catalyze equitable community development and creating housing opportunities in neighborhoods with strong access to jobs, transit, schools, parks, and other amenities.









No Action Condition
(Phase 1 Development)
Figure S-9

NYCFC plans to construct the privately financed, 25,000-seat soccer-specific stadium by Spring 2027, in time to host soccer matches for the 2027 Major League Soccer (MLS) season. Taking advantage of its location in the heart of one of the most ethnically diverse counties in the country, the new stadium will make New York City—which currently has no permanent, dedicated home for its soccer team—a national soccer capital, laying the groundwork for the next chapter in NYCFC and MLS history. This stadium represents a major opportunity to capitalize on professional soccer as a growing attraction that can bring investment and economic opportunities to New York City, as well as grow love of the sport to more New Yorkers.

Table S-1

Updated Willets Point Development Program

Use (GSF)	Phase 1 (No Action Condition)	Phase 2 (2027 With Action Condition)	Phase 3 (2039 With Action Condition)	Total at Full Buildout of District*
Residential	892,635	1,300,000	3,785,000	5,977,635
<i>Units</i>	1,100	1,400	3,785	6,285
<i>Senior Units</i>	220	0 ^o	0 ^o	220
<i>Affordable Units</i>	1,100	1,400	1,325	3,825
<i>Percent Affordable</i>	100	100	35	61 ^o
Retail	23,756	83,000 [@]	211,000	317,756
Office	0	0	500,000	500,000
Hotel**	0	215,000	318,000	533,000
<i>Rooms</i>	0	250	450	700
Stadium	0	500,000	0	500,000
<i>Seats</i>	0	25,000	0	25,000
Convention Center	0	0	0	0
Community Facility	3,159	0	144,000	147,159
Public School (PS, IS, or PS/IS)	128,000 ^o	0	110,000	238,000
<i>Seats</i>	650	0	890	Approx. 1,540 ^o
Parking Spaces	345 (accessory)	500 (accessory)	2,212 (accessory)	Approx. 3,057
Publicly Accessible Open Space	0.87 acres	2.77 acres	4.36 acres***	Minimum 8 acres
Total	1,047,550 gsf	2,098,000 gsf	5,068,000 gsf	8,213,550 gsf^o

Notes:

* Inclusive of development occurring in Phases 1, 2, and 3. Total program for the District is adjusted from the FGEIS account for the land area to be utilized in, and the density of, Phases 1 and 2. Unit counts for Phases 1 and 2 reflect approved and proposed developments; anticipated unit count for Phase 3 assumes an average unit size of 1,000 sf/unit, consistent with the FGEIS and FSEIS assumptions.

^o Seat capacity of proposed school is used for analysis at the direction of SCA under TM005. The projected square footage of the proposed school is subject to change and may be lower or higher than estimated here.

^o The capacity of the proposed school was anticipated to meet the project-generated shortfall in PS and IS school seats. The FGEIS analyzed a 130,000 sf, 850-seat school based on student generation rates available at that time; subsequent environmental review, including the FSEIS, assumed a larger capacity school (230,000 sf / approx. 1,540 seats) at full buildout, based on updated student generation rates from SCA. Using current student generation rates, the 6,285 residential units projected at full buildout of the District (excluding the senior units being developed in Phase 1) would generate approximately 1,334 elementary and 425 middle school students (1,759 total).

[@] 83,000 sf of retail space includes approximately 6,000 sf of retail ancillary to the stadium use, on the stadium parcel. For site plan flexibility, the ULURP application allocates the remaining retail program among the other site parcels. A portion of the retail program is assumed to be for back-of-house, storage, or otherwise inactive area. Therefore, the relevant SSEIS analyses evaluated 60,000 sf of non-accessory, activity generating retail program for Phase 2.

^o 100 percent affordable (Phase 1 and Phase 2 units); 35 percent affordable (Phase 3 units); 60 percent affordable (total for District). Phase 3 affordable unit projection is an assumption based on developer commitments made in conjunction with 2013 zoning approvals, subject to future designation of a Phase 3 developer and subject to availability of affordable housing subsidy.

** Hotels are no longer as of right within the City. The hotel use assumed for the Phase 3 Development would be subject to ULURP special permit approval.

*** As shown on Figure 1-8, the Phase 3 Development could include the development of up to 5.94 acres of publicly accessible open space. The relevant SSEIS analyses assume that only the required 8 acres will be developed at full buildout of the District.

Table S-2
District Full Build-Out Comparison

Use	2008 FGEIS	2008 FGEIS/ No Convention Center Scenario	2013 FSEIS	2023 SSEIS Assumptions
Residential	5,500,000	5,850,000	5,850,000	5,977,635
<i>Units</i>	<i>5,500</i>	<i>5,850</i>	<i>5,850</i>	<i>6,285</i>
Retail	1,700,000	1,750,000	1,250,000	317,756
Office	500,000	500,000	500,000	500,000
Hotel	560,000	560,000	560,000	533,000
<i>Rooms</i>	<i>700</i>	<i>700</i>	<i>700</i>	<i>700</i>
Stadium	—	—	—	500,000
<i>Seats</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>25,000</i>
Convention Center	400,000	—	400,000	—
Community Facility	150,000	150,000	150,000	147,159
Public School	130,000	130,000	230,000	238,000
<i>Seats</i>	<i>850</i>	<i>900</i>	<i>1,540</i>	<i>1,540</i>
Parking	6,700	6,000	6,700	3,057
Open Space (Acres)	8	8	8	8
GSF Totals	8,940,000	8,940,000	8,940,000	8,213,550
Note: 2013 FSEIS program above does not include an additional 1.4 million gsf of retail use that was then assumed to be constructed at the Willets West site (outside of District).				

Together with Phase 1, the Proposed Phase 2 Development will include 2,500 100-percent affordable homes across seven buildings—including one with 220 homes for low-income seniors—with construction on the first buildings set to begin in 2023. Additionally, QDG will participate in HireNYC, a City program that connects local residents to jobs. They will seek to achieve the highest standards of environmental sustainability through either Leadership in Energy and Environmental Design (LEED) Gold U.S. Green Building Council certification or Enterprise Green Communities. The community will be supplemented by the 650-seat standalone public school in Phase 1, new public open space, environmental remediation, construction of off-site water and sewer infrastructure, including the replacement of a 72" water main, and construction of new on-site roads and infrastructure distribution.

In order to facilitate the project, the applicant has undertaken significant remediation of the formerly contaminated soil on the Willets Point site, a critical component to allowing construction of the first affordable homes to begin.

F. DISCRETIONARY AND OTHER APPROVALS

To facilitate the Proposed Project, a number of approvals are required pursuant to the City's Uniform Land Use Review Procedure (ULURP), including discretionary actions that are subject to CEQR. The proposed actions consist of:

- Since neither an arena of greater than 2,500 seats nor a hotel is a permitted as-of-right use in the SWPD, and furthermore since the site plan configuration will not comply with the District's stringent regulations pertaining to street location and block dimensions and other use, bulk, and parking regulations of the Zoning Resolution, discretionary relief from CPC in the form of special permits and changes to the text of the Zoning Resolution will be required. Special permits required for the Proposed Project include:

Willeys Point Phase 2 Development

- Special Permit Pursuant to ZR 74-41: Arena, Stadium or Trade Exposition of greater than 2,500 seats. Given its size, the proposed 25,000-seat soccer stadium on the Stadium lot would require a Special Permit pursuant to ZR 74-41.
- Special Permit Pursuant to ZR 74-802: Transient Hotel in a commercial district. Transient hotel use (Use Group 5) is not permitted as-of-right in a C4-4 district. Therefore, the 250-room hotel on the Triangle lot would require a special permit pursuant to ZR Section 74-902.
- Special Permit Pursuant to ZR 124-60: Special Permit to Modify Use or Bulk Regulations. This application requests relief from SWPD regulations applicable to the Triangle, Stadium, T-Parcel, and Northern lots. This special permit, as amended by the text modifications described below, would modify requirements relating to use; bulk; parking, loading, and curb cuts; mandatory improvements; urban design (e.g., retail continuity, maximum width of lobbies); open space; sign regulations; and the distribution of floor area without regard for zoning lot lines.
- City Map amendments to map the streets adjacent to the Phase 1 Site and allow for a future increase in the grade of streets surrounding the Phase 2 Site in conjunction with a future Phase 3 Development; and
- Zoning text amendments to modify the provisions of ZR 124-60: Special Permit to Modify Use or Bulk Regulations; ZR 124-05: Certification for Large Developments; ZR 124-31: Standards for Streets and Blocks; and ZR 124-40: Publicly Accessible Open Space Requirements. The text amendments to ZR 124-05, 124-31, and 124-40 are for the purposes of expanding the applicability of the provisions to zoning lots of less than 200,000 square feet that have received a Special Permit pursuant to ZR 124-60.

In addition, the proposed actions include the following, which are not subject to ULURP:

- Approval of the design of structures on City-owned property by the New York City Public Design Commission (not subject to CEQR);
- Approval of City capital funding of infrastructure improvements to the Phase 2 Site, which shall be designed and constructed by QDG/CFG;
- NYSDEC approval of participation in the Brownfields Cleanup Program (BCP), in the event it is deemed necessary or advisable to add additional parcels into the program beyond the substantial majority of the land within Phase 2 that is already enrolled in the program;
- Approval from the New York City Board of Standards and Appeals (BSA), with referral to the Port Authority of New York and New Jersey (PANYNJ), for increased maximum total height of buildings pursuant to ZR 124-22(d);
- Approval of financing/subsidy plan for Phase 2 affordable housing buildings by HPD and other agencies, as applicable;
- Modifications of existing agreements or new agreements related to City-owned property to reflect a shared parking plan at Citi Field, if necessary;
- CPC certification for large developments pursuant to ZR 124-05 for the zoning lots within the Phase 2 Development; and
- Approval of the business terms of the Proposed Project by the Borough Board pursuant to Section 384(b)(4) of the New York City Charter.

G. PROBABLE IMPACTS OF THE PROPOSED ACTIONS

LAND USE, ZONING, AND PUBLIC POLICY

A detailed analysis of land use, zoning, and public policy was conducted based on the methodology set forth in the *CEQR Technical Manual* and consistent with the Final Scope of Work. This analysis found that the Proposed Project would not result in any significant adverse impacts to land use, zoning, or public policy, consistent with the 2008 FGEIS, 2013 FSEIS, and subsequent technical memoranda.

As anticipated in the prior environmental review, the proposed Phase 2 Development and the potential Phase 3 Development would dramatically change land uses in the SWPD by replacing vacant sites and predominantly low-density auto-related and industrial uses with a new mixed-use neighborhood.

By 2027, the proposed Phase 2 Development would complement the Phase 1 Development (completed by 2026/2027) in the District with additional affordable housing, hotel, and local retail uses as well as a new soccer-specific stadium for the NYCFC. Previously approved zoning regulations would continue to determine elements such as the placement of uses within the District, building heights and setbacks, street controls (i.e., mandatory intersections and street types), streetscape design, and basic site planning and design provisions, while the newly proposed zoning modifications as part of the Phase 2 Development would permit stadium and hotel uses as well as further modify SWPD, use, bulk and parking regulations in keeping with the requirements of those uses.

By 2039, with the inclusion of the Phase 3 Development, the District would be fully built out, establishing Willets Point as a mixed-use destination. The full buildout of the District would create a dynamic, sustainable community by integrating regional attractions and residential, retail, and other uses within a network of pedestrian-scaled streetscapes.

The Proposed Project represents a critical step in implementing the 2004 Downtown Flushing Development Framework, a land use and economic planning strategy for the growth of Downtown Flushing, the Flushing waterfront, and adjacent areas. The Proposed Project would be consistent with and vital to the advancement of several of the goals of OneNYC, which aim to create a more sustainable New York by the year 2030 and the goals *City of Yes*, NYC's plan to modernize and update the City's zoning regulations to support small businesses, create affordable housing, and promote sustainability, which was announced in June 2022. It would also be consistent with the coastal policies set forth in the New York City Waterfront Revitalization Program (WRP).

SOCIOECONOMIC CONDITIONS

A detailed analysis of socioeconomic conditions was conducted based on the methodology set forth in the *CEQR Technical Manual* and consistent with the Final Scope of Work. This analysis finds that the Proposed Project would not result in any significant adverse impacts to socioeconomic conditions, consistent with the 2008 FGEIS, the 2013 FSEIS, and subsequent technical memoranda.

DIRECT BUSINESS DISPLACEMENT

The Proposed Project would result in direct business displacement within the District as identified in the 2008 FGEIS, the 2013 FSEIS, and subsequent technical memoranda. The 2008 FGEIS

Willeys Point Phase 2 Development

identified approximately 260 businesses and 1,711 workers that could be displaced from the District; of those 260 businesses, 87 percent were auto-related businesses. The 2013 FSEIS identified approximately 220 remaining businesses employing 1,353 workers that could be displaced as a result of proposed development within the District; of the 220 businesses, 88 percent were auto-related businesses.

As of February 2023, approximately 129 businesses and 1,053 jobs are located in the District (see **Table S-3**). Auto-related businesses comprise approximately 36 percent of the jobs in the District despite representing 75 percent of all businesses, compared to the 64 percent of non-auto-related jobs employed across 25 percent of all businesses. A majority of the Phase 2 Site is presently vacant; however, approximately nine businesses supporting a total of 45 jobs on the Phase 2 Site—all of which are auto-related—would be displaced by the 2027 build year. Upon completion of the potential future Phase 3 Development, the remaining 120 businesses in the District and 1,008 jobs associated with those businesses could be displaced by the 2039 build year. The Phase 3 Site includes a mix of auto-related and non-auto-related businesses, such as wholesale suppliers and manufacturers.

Table S-3
Project Site Employment by Business Type and Sector
February 2023

North American Industry Classification System (NAICS) Economic Sector	2027 Build Year		2039 Build Year	
	Number of Businesses/ Institutions	Number of Jobs	Number of Businesses/ Institutions	Number of Jobs
Auto-Related Businesses	9	45	97	375
Retail Trade (NAICS 44 & 45)	3	30	12	86
Repair & Maintenance Services (NAICS 811)	6	15	85	289
Non-Auto-Related Businesses	0	0	32	678
Construction (NAICS 236 & 238)	0	0	4	116
Manufacturing (NAICS 31-33)	0	0	7	121
Wholesale Trade (NAICS 42)	0	0	8	118
Transportation and Warehousing (NAICS 48-49)	0	0	3	18
Administrative and Support and Waste Management and Remediation Services (NAICS 56)	0	0	6	295
Accommodation and Food Services (NAICS 72)	0	0	3	9
Other Services (NAICS 813)	0	0	1	1
Total District Businesses	9	45	129	1,053
Note: Employment figures for auto repair and maintenance establishments were derived from AKRF site visits and build upon prior environmental review, including the 2008 FGEIS and 2013 FSEIS.				
Source: AKRF, Inc.				

The District's 129 businesses do not represent a majority of study area businesses or employment for any given industry sector. As was found in the 2008 FGEIS and the 2013 FSEIS, none of the businesses offer products and services that were determined to be of substantial economic value to the region or City as defined under CEQR. While all businesses contribute to neighborhood character and provide value to the City's economy, there are alternative sources of goods, services, and employment provided within the study area, Queens, and the City. While there is a large cluster of auto-related businesses located in the District, these services and products are not unique to the study area or a broader trade area. This analysis confirms the previous findings of the 2008 FGEIS and has concluded that the additional locations and clusters of auto-related businesses throughout the City remain in existence. Similarly, non-auto related businesses were not found to

be essential at their location within the study area, with many wholesale facilities, waste transfer stations, and manufacturing uses providing similar products and services within a trade area. Additionally, none of the potentially displaced businesses are within a category of business that is the subject of regulations or publicly adopted plans to preserve, enhance, or otherwise protect it. Therefore, the potential displacement of these businesses does not constitute a significant adverse impact on the socioeconomic conditions of the area as defined by CEQR.

Since 2009, many businesses on the City-owned portions of the District have relocated with assistance from NYCEDC. NYCEDC contracted with Cornerstone Group, a business relocation expert, to provide relocation assistance and advisory services to impacted businesses in Willets Point. Since 2012, over 80 businesses have received approximately \$14 million in supplementation benefits, such as reimbursements for moving expenses, assistance in identifying relocation sites, training in partnership with LaGuardia Community College, and other co-relocation benefits. Many businesses (approximately 50) relocated their business within Queens (for example, in Maspeth, Jamaica, and other locations), with others relocating elsewhere in the five boroughs. Through a partnership with La Guardia Community College, workers in the SWPD were provided access to free educational/ESL, vocational, ESL and GED coursework, job placement and immigration counseling services.

Some of the remaining potentially displaced businesses could relocate to other properties within Queens or the broader City landscape. Though the rental costs would likely increase, due in part to the minimal infrastructure and development existing currently in the District as well as the increasingly competitive industrial real estate market citywide, similar businesses are viable at alternative locations, and the City provides a number of programs and services to aid businesses in relocating operations. With respect to potential business displacement on the Phase 3 Site, once a developer is designated for Phase 3 and a development plan is defined, NYCEDC would evaluate the extent of business displacement impacts specific to that development plan and would determine how to address those potential impacts most effectively.

INDIRECT RESIDENTIAL DISPLACEMENT

The Proposed Project's program and updated background conditions would not change the findings of the 2008 FGEIS, 2013 FSEIS, and subsequent technical memoranda that there is no potential for significant adverse impacts due to indirect residential displacement. As was found in prior environmental review, a preliminary assessment finds that the Proposed Project would result in a population with higher average incomes than the existing population and would increase the number of residents within the study area by more than 10 percent in the 2027 With Action condition and the 2039 With Action condition. The Proposed Project would result in an increment of 1,400 DUs by the 2027 build year, increasing the total population by 3,710 residents as compared to the 2027 No Action condition population. Upon full buildout, 5,185 DUs would be introduced into the District, for a 2039 With Action condition population increment of 13,740 residents from the 2039 No Action condition.

The residential component of the Proposed Project would not significantly differ from the residential component of the programs analyzed in the 2008 FGEIS and 2013 FSEIS; however, it would increase the overall number of DUs in the District by 435 and increase the number of affordable DUs in the District by 1,777 above the program analyzed in the 2013 FSEIS. The Phase 1 Development in the No Action condition and the Phase 2 Development would both be 100 percent affordable, and the RWCDs program for the potential future Phase 3 Development is assumed to be 35 percent affordable, for a total of 61 percent of DUs in the District being

affordable. The 2008 FGEIS and 2013 FSEIS identified a vulnerable population that could potentially be at risk of indirect residential displacement if rents were to increase; however, the 2008 FGEIS, 2013 FSEIS, and subsequent technical memoranda concluded that the respective programs analyzed would not have a significant adverse impact on this vulnerable population. Though the Proposed Project would add an additional 435 DUs to the District as compared to what was analyzed in the 2013 FSEIS, the Proposed Project would result in the District being 61 percent affordable, compared to the previously planned 35 percent. The increased affordability of the Proposed Project as compared to the 2013 FSEIS program is more reflective of the economic conditions of the existing population and would help to stabilize the existing market trend of rising rents in the study area, thereby reducing the potential for indirect residential displacement relative to the programs analyzed in the 2008 FGEIS, the 2013 FSEIS, and subsequent technical memoranda.

INDIRECT BUSINESS DISPLACEMENT

The Proposed Project would introduce a 500,000 gsf stadium that was not previously analyzed and 435 more residential DUs than were analyzed in the 2013 FSEIS. The Proposed Project would add substantially less retail use and the same amount of office space, school seats, and hotel rooms as was analyzed in the 2008 FGEIS and the 2013 FSEIS; therefore, the 2008 FGEIS and the 2013 FSEIS finding that these uses would not introduce enough of a new economic activity or population to alter existing economic patterns remains valid. Concerns under CEQR are whether the Proposed Project could lead to changes in local market conditions that could result in increases in commercial property values and rents within the study area, making it difficult for some categories of businesses to remain in the area, and whether the Proposed Project could lead to displacement of a use type that directly supports businesses in the study area or brings people to the area and forms a customer base for local businesses. A preliminary assessment finds that the Proposed Project's additional residential and stadium uses would not introduce trends that are substantially different from those identified in the 2008 FGEIS or 2013 FSEIS and would not result in significant indirect business displacement due to increased rents. There are already destinations in the study area that offer entertainment and/or recreational opportunities, including Citi Field, USTA National Tennis Center, Flushing Meadows-Corona Park, and Downtown Flushing. The study area is already experiencing a trend toward increased commercial and residential development. The uses, residents, and workers introduced by the Proposed Project represent a continuation of existing trends, rather than a new trend that would place upward pressure on commercial rents in the study area. The preliminary assessment found that while the Proposed Project's uses would be a substantial addition to the study area, they would not be new types of uses within the study area, and therefore would not introduce a new trend that could substantially alter economic patterns.

ADVERSE EFFECTS ON SPECIFIC INDUSTRIES

The Proposed Project would not significantly affect the business conditions in any industry or any category of business within or outside the study area and would not substantially reduce employment or impair the economic viability of any industry. The assessment relied on the updated direct business displacement assessment which found that 97 auto-related businesses with 375 workers would be potentially displaced by the 2039 build year. The potentially displaced auto-related employment represents less than two percent of employment in the auto-related industry City-wide and less than 5 percent of auto-related employment in Queens County. In Queens County, there are over 900 auto-related repair shops and junk and salvage businesses registered to

the New York State Department of Motor Vehicles (DMV). The businesses located within the District represent approximately 10 percent of those across the borough. There are an estimated 3,404 auto-related businesses in New York City, and there are several clusters of auto-related businesses in the City outside the District that can support the necessary business-to-business transactions associated with the City's auto repair industry. Therefore, the displacement of auto-related businesses in the District would not result in significant impacts to the auto-related industry in New York City.

COMMUNITY FACILITIES AND SERVICES

A detailed analysis of community facilities was conducted based on the methodology set forth in the *CEQR Technical Manual* and consistent with the Final Scope of Work. This analysis determined that the Proposed Project would result in a significant adverse impact on public elementary schools and publicly funded early childhood programs, but would not result in significant adverse impacts on public intermediate schools, public high schools, libraries, health care facilities, or police and fire protection.

PUBLIC SCHOOLS

The analysis of potential indirect effects on public schools finds that the Proposed Project would result in a significant adverse impact to public schools in the 2027 analysis year and the 2039 analysis year. In the future with the Proposed Project, elementary schools within Subdistrict 2 of New York City Community School District (CSD) 25 would operate at 109.78 percent utilization with a deficit of 564 seats in the 2027 With Action condition and at 117.76 percent utilization with a deficit of 1,130 seats in the 2039 With Action condition. Therefore, pursuant to the standards set forth in the *CEQR Technical Manual* a significant adverse impact to public elementary schools would occur in the 2027 With Action condition and the 2039 With Action condition. This finding would differ from the finding of no significant adverse impacts to public schools in the 2008 FGEIS, 2013 FSEIS, and subsequent technical memoranda, primarily due to the recent modification of the impact standards set forth in the *CEQR Technical Manual*.

The Proposed Project, together with the Phase 1 Development that will occur in the No Action condition, includes the development of new public schools to accommodate the new students introduced by the redevelopment of the District. In the 2027 With Action condition, the school capacity to be constructed within the District (650 seats) would accommodate 98 percent of the needs of the District's population (665 seats for elementary and intermediate students). In the 2039 With Action condition, the school capacity to be constructed within the District (850 seats), together with the school capacity constructed in Phase 1 would accommodate 85 percent of the needs of the District's population (1,766 seats for elementary and intermediate students).

The Proposed Project would not result in a significant adverse impact to public intermediate schools or high schools in the 2027 analysis year or the 2039 analysis year. The public school capacity to be constructed within the District would be sufficient to serve the needs of the District's projected intermediate student population in the 2027 and 2039 With Action conditions.

The New York City Department of Education (DOE) and the New York City School Construction Authority (SCA) would continue to monitor trends in demand for school seats in the area, and SCA would develop the program for the new District schools in consideration of such trends as well as the expected demands of the District's new student population. For the Phase 2 Development, the Co-applicants would coordinate with SCA to determine how to meet the

expected demands of the District's new student population and mitigate the identified elementary school impact for the 2027 With Action condition.

For the Phase 3 Development, NYCEDC would require as part of the developer's agreement that the designated developer for that phase coordinate with the SCA to determine how to meet the expected demands of the District's new student population and mitigate the identified elementary school impact for the 2039 With Action condition.

LIBRARIES

The analysis of potential indirect effects on library services finds that the holdings per resident ratio for the Flushing Library catchment area would decrease from 1.98 under the 2039 No Action condition to 1.76 in the 2039 With Action condition. The catchment area population increase would exceed five percent in the 2039 With Action condition, which may represent a significant adverse impact on library services according to the *CEQR Technical Manual*, if this increase would impair the delivery of library services in the study area. The Flushing Library's holdings-per-resident ratio would remain relatively high in the 2039 With Action condition, at 1.76.

Residents within the Flushing Library's catchment area would have access to the entire Queens Library system through the inter-library loan system (which also includes agreements with NYPL, Brooklyn Public Library and other library systems across the nation) and could have volumes delivered directly to the Flushing Library or any other convenient branch library. Some residents in the Flushing Library catchment area may also fall within the catchment area of another library, such as the Mitchell-Linden Library, which is located just outside the ¾-mile area at 31-32 Union Street in Flushing; the McGoldrick Library at 155-06 Roosevelt Avenue; or the Queensboro Hill Library at 60-05 Main Street. Residents would also have access to libraries near their place of work. Additionally, there is a trend toward increased use of electronic research resources and the QPL mobile application⁴, which are available to all Queens Library patrons regardless of their residential location. The Queens Public Library provides the borough with a comprehensive arts/education/community engagement program events calendar for each branch. The daily programming services provided draw a robust attendance from the community and lend to broadening Library resources provided to the community. Therefore, the population introduced in the 2039 With Action condition is not expected to result in a significant adverse impact on public libraries, consistent with finding of no significant adverse impacts to libraries in the 2008 FGEIS but differing from the significant adverse impact finding in the 2013 FSEIS.

EARLY CHILDHOOD PROGRAMS

The analysis of potential impacts to publicly financed early childhood programs concludes that with consideration of the current capacity and utilization of additional facilities in the study area with publicly financed slots, the Proposed Project would not have the potential to result in significant adverse impacts on publicly funded early childhood programs in the 2027 analysis year. However, the Proposed Project would have the potential to result in significant adverse impacts on publicly funded early childhood programs in the 2039 analysis year. The 2008 FGEIS, 2013 FSEIS, and subsequent technical memoranda identified the potential for significant adverse impacts on publicly funded early childhood programs.

⁴ The QPL mobile application gives library cardholders the ability to browse, borrow, read, watch, and listen to digital content from the QPL.

HEALTH CARE FACILITIES

The analysis of potential impacts to health care facilities concludes that—consistent with the conclusions of the 2008 FGEIS, 2013 FSEIS, and subsequent technical memoranda—the Proposed Project would not result in a significant adverse impact to health care facilities in the 2027 analysis year or the 2039 analysis year.

POLICE AND FIRE PROTECTION

The analysis of potential impacts to police and fire services concludes that—consistent with the conclusions of the 2008 FGEIS, 2013 FSEIS, and subsequent technical memoranda—the Proposed Project would not result in a significant adverse impact to police and fire protection services in the 2027 analysis year or the 2039 analysis year.

OPEN SPACE

A detailed analysis was conducted based on the methodology set forth in the *CEQR Technical Manual* and consistent with the Final Scope of Work. This analysis finds that the Proposed Project would not result in significant adverse open space impacts, similar to the findings of the 2008 FGEIS, 2013 FSEIS, and subsequent technical memoranda.

DIRECT EFFECTS

The Proposed Project would not have any adverse impacts on existing open space in terms of air quality, noise, or shadows (see “Shadows,” “Air Quality,” and “Noise,” below, for additional information). The Proposed Project would add to the inventory of open space in the study area. Approximately 7.13 acres of publicly accessible open space would be built within the District as part of the Proposed Project.

INDIRECT EFFECTS

The Proposed Project would include the creation of approximately 7.13 acres of publicly accessible active and passive open space within the District, but would also introduce demand from new residential and worker populations. The Proposed Project would result in a decrease in total, active, and passive open space ratios in the residential study area. With respect to the non-residential study area, there would be increases in the passive open space ratio in both the 2027 With Action condition and the 2039 With Action condition. The ratio decreases in the residential study area would not result in a significant adverse open space impact. Open space ratios would remain near or above the recommended City guidelines, with the exception of the active open space ratios, which would decrease from 1.869 acres in the 2027 No Action condition to 1.616 per 1,000 residents in the 2027 With Action condition, and from 1.670 in the 2039 No Action condition to 1.150 in the 2039 With Action condition. This is consistent with the findings of the prior environmental review, which also identified expected decreases in the active open space ratios to below City guidelines.

The Proposed Project would introduce substantial new open space within the District, and study area residents would continue to have access to remaining portions of Flushing Meadows-Corona Park and several other parks that fall just outside of the residential study area’s boundaries. Further, the Co-applicants would work to incorporate open space and other recreational resources such as courtyard, rooftop, and interior programming of active and passive recreational amenities into the design of the proposed Phase 2 Development. While these recreational amenities may be

available only to tenants and residents of the site—and thus have not been included in the quantitative analysis—these amenities would help offset the demand for public active and passive resources resulting from the introduction of new users to the District.

SHADOWS

A detailed shadows analysis was conducted based on the methodology set forth in the *CEQR Technical Manual* and consistent with the Final Scope of Work. This analysis finds that the Proposed Project would not result in any significant adverse shadows impacts, consistent with the 2008 FGEIS, 2013 FSEIS, and subsequent technical memoranda.

The Proposed Project would cast some new shadows on several adjacent sunlight-sensitive resources, including the Flushing Bay Promenade, the new open space to be created as part of the Phase 1 Development, and the tidal wetlands and adjacent upland areas on the western banks of Flushing Creek, but in all cases, the size and duration of new shadow would be limited and the shadows would not cause significant adverse impacts to the affected resources, their users, or their vegetation.

HISTORIC AND CULTURAL RESOURCES

An assessment of historic and cultural resources, based on the methodology set forth in the *CEQR Technical Manual* and consistent with the Final Scope of Work determined that—consistent with the findings of the 2008 FGEIS, 2013 FSEIS, and subsequent technical memoranda—the potential future Phase 3 Development portion of the Proposed Project would result in a significant adverse impact to architectural resources in the 2039 With Action condition. A developer for Phase 3 has not yet been selected. Before the Phase 3 Development commences, the selected developer would consult with the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) and the New York City Landmarks Preservation Commission (LPC) to evaluate any remaining potential alternatives to demolition. If none are identified, measures to partially mitigate this adverse impact would be implemented, as discussed below in “Mitigation.”

URBAN DESIGN AND VISUAL RESOURCES

A detailed analysis of urban design and visual resources was conducted based on the methodology set forth in the *CEQR Technical Manual* and consistent with the Final Scope of Work. This analysis determined that—consistent with the 2008 FGEIS, 2013 FSEIS, and subsequent technical memoranda—the Proposed Project would not result in significant adverse impacts related to urban design and visual resources.

URBAN DESIGN: 2027 WITH ACTION CONDITION

The proposed buildings on the Phase 2 Site, like the buildings developed on the Phase 1 Site by 2027, would have beneficial effects on the pedestrian experience by redeveloping vacant lots and one- and two-story auto-related and other industrial buildings with the active streetscape of new buildings, specifically with active ground-floor retail, stadium, residential, and hotel uses. Further, the new landscaped open spaces on the Phase 2 Site would enhance the pedestrian experience along 126th Street/Seaver Way and on Roosevelt Avenue at the western end of the Roosevelt Avenue bridge.

While the proposed Phase 2 Development buildings would be taller than other buildings in the portion of the study area west of Flushing Creek, they would be similar in height to the two mixed-

use buildings that will have been developed as part of the Phase 1 Development, to Citi Field across 126th Street/Seaver Way, and to multiple tall buildings in the study area east of Flushing Creek. While the proposed residential, retail, and hotel uses of the Phase 2 Development would contrast with the industrial uses that would remain in the undeveloped portions of the Project Site (the Phase 3 Site) and on an adjacent MTA property and with the transportation uses of the MTA Corona Rail Yard and NYCT Casey Stengel Bus Depot, they would be consistent with the recreational uses of Flushing Meadows-Corona Park, the residential, retail, school, and open spaces uses of the Phase 1 Development, and the residential, retail, and hotel uses of multiple mixed-use developments east of Flushing Creek. The proposed soccer stadium use would be compatible with other sports facilities in the study area, which contains the Citi Field baseball stadium and the USTA Billie Jean King National Tennis Center. Further, the new open spaces to be developed on the Phase 2 Site would complement Flushing Meadows-Corona Park to the south and the Flushing Bay Promenade to the north and would provide an amenity for new residents, students, workers, and visitors of the Project Site.

URBAN DESIGN: 2039 WITH ACTION CONDITION

By 2039, the potential future development of the Phase 3 Site would further enhance the vitality of streets in the study area by creating a new mixed-use neighborhood that would increase pedestrian activity to the Project Site. The proposed Phase 2 Development buildings and potential future Phase 3 Development buildings would largely conform with the maximum heights for the Project Site established by zoning and FAA regulations and would complement the development on the Phase 1 Site, as well as existing development and five mixed-use developments that will have been constructed along the east shoreline of Flushing Creek by 2039. The 2039 With Action condition would have beneficial effects on the pedestrian experience by redeveloping vacant lots and one- and two-story auto-related and other industrial buildings with new buildings with active ground-floor retail, sports/entertainment, residential, and hotel uses, over 7 acres of publicly accessible open space, and an improved street network.

VISUAL RESOURCES: 2027 AND 2039 WITH ACTION CONDITIONS

In the 2039 With Action condition, the proposed Phase 2 Development buildings and potential future Phase 3 Development buildings would not block view corridors along 126th Street/Seaver Way or along the streets through the District, and the new buildings and landscaped open spaces would improve the view corridors along those streets. Existing views of Citi Field would be maintained along 126th Street/Seaver Way and Roosevelt Avenue. While some views of Citi Field from within the District may be blocked by the potential future Phase 3 Development or the proposed Phase 2 Development, those blocked views are primarily of the field lighting armatures and outdoor scoreboard and are not considered to be significant views.

The proposed Phase 2 Development buildings and potential future Phase 3 Development buildings would not affect views to or from Flushing Bay and the Flushing Bay Promenade. Neither would they interfere with views south into Flushing Meadows-Corona Park from the Passerelle Ramp or from the Tide Gate Bridge, or with views of Flushing Creek from the Tide Gate Bridge. Therefore, neither the 2027 With Action condition nor the 2039 With Action condition would result in adverse effects on views from the Passerelle Ramp or Tide Gate Bridge or views of Flushing Meadows-Corona Park or Flushing Creek.

The proposed Phase 2 Development buildings and potential future Phase 3 Development buildings would be prominently visible from the Roosevelt Avenue bridge and the elevated Mets-Willets

Willeys Point Phase 2 Development

Point subway station, but as the redevelopment of the District would replace vacant lots and low-rise industrial buildings, it would improve views from those locations. The buildings of the proposed Phase 2 Development and the potential future Phase 3 Development would not block views of Citi Field from these elevated locations, as the buildings of the Phase 1 Development will have already limited such those views in the 2027 No Action condition. The proposed Phase 2 Development buildings and the potential future Phase 3 Development buildings would not interfere with views of Flushing Creek from the Roosevelt Avenue bridge or views east and south from the Roosevelt Avenue bridge and Mets-Willeys Point subway station.

From College Point Boulevard, distant views of Citi Field and the Manhattan skyline will likely have been obscured by five mixed-use developments along the east shoreline of Flushing Creek that will have been developed by 2039 in the No Action condition. Therefore, it is not expected that the proposed Phase 2 Development and the potential future Phase 3 Development would result in adverse effects to views of Citi Field and the Manhattan skyline from College Point Boulevard.

From the SkyView Parc Shore Public Walkway on the east side of Flushing Creek, there would be no views of the proposed Phase 2 Development and the potential future Phase 3 Development, as the elevated Van Wyck Expressway blocks existing views west. As the Van Wyck Expressway is located farther from the waterfront access locations that will have been provided on the east shoreline of Flushing Creek by 2039 in the No Action condition, there may be views of the proposed Phase 2 Development and the potential future Phase 3 Development in the distance beyond the elevated expressway.

NATURAL RESOURCES

An assessment of natural resources was conducted based on the methodology set forth in the *CEQR Technical Manual* and consistent with the Final Scope of Work. This assessment concluded that, consistent with the findings of the 2008 FGEIS, 2013 FSEIS, and subsequent technical memoranda, the Proposed Project would not result in any significant adverse impacts to natural resources.

HAZARDOUS MATERIALS

An assessment of hazardous materials was conducted based on the methodology set forth in the *CEQR Technical Manual* and consistent with the Final Scope of Work. This assessment determined that, consistent with the 2008 FGEIS, 2013 FSEIS, and subsequent technical memoranda, measures are either already in place or would be put into place to ensure the adequate remediation of hazardous materials conditions either prior to, or in conjunction with, development of Phase 2 and Phase 3 of the Proposed Project. As such, this analysis finds that the Proposed Project would not result in any significant adverse impacts to hazardous materials.

The 2008 FGEIS identified the potential for contamination within the District from current and past usage based on soil and groundwater sampling from public streets within the Project Site. Therefore, E-designations were placed on all lots within the District which were privately owned at that time—i.e., all Project Site lots except Block 1833, Lot 1, which is owned by the MTA/LIRR, and streets within the District. The E-designations require that, prior to obtaining New York City Department of Buildings (DOB) permits associated with redevelopment, the property owner conduct Phase I and Phase II ESAs and remediation, where appropriate, to the satisfaction of the New York City Office of Environmental Remediation (OER).

Portions of the Project Site were subsequently acquired by the City of New York and entered into the NYSDEC Brownfield Cleanup Program (BCP). The entirety of the Phase 1 Site has been entered into the BCP. The majority of the Phase 2 Site also has been entered into the BCP. There are seven lots on the Phase 2 Site which are not enrolled in the BCP; these lots retain their assigned E-designation. The streets adjacent to the Phase 2 lots to be redeveloped, which are proposed to be repaired by 2027 in conjunction with the Proposed Project, do not have assigned E-designations and are not enrolled in the BCP.

Several tax lots newly created within the Phase 1 Site and Phase 2 Site as part of a 2023 tax map reconfiguration (Block 1833, Lots 112, 130, 135, and 140) are not E-designated, but have been enrolled in the DEC BCP and are City owned. These lots were created from existing lots with E-designations, and OER and DCP are adding these new lots to Appendix C, Table 1 of the Zoning Resolution (ZR). Newly created Lot 100 on 1824 and Lot 150 on Block 1825 (resulting from the demapping and closure of former street beds), which are located within the Stadium parcel on the Phase 2 Site, were not created from existing lots with E-designations. As part of the Phase 2 Development, it is anticipated that these lots would likely be part of an assemblage or apportionment of other adjacent parcels which have E-designations. Therefore, the E-designation would be extended to all lots under the assemblage, per Lead Agency and DCP protocols with regard to requirements under ZR 11-15.

The majority of the Phase 3 Site was assigned E-designations for hazardous materials in 2008. Two lots on the Phase 3 Site have been entered into the BCP.

Remedial excavation of contaminated soil within the Phase 1 Site (OU-1 parcel of BCP Site No. C241146) was completed as of November 2022 in accordance with the NYSDEC-approved Remedial Action Work Plan (RAWP), and supplemental groundwater treatment and remedial excavation were completed in March 2023. A RAWP for the remaining portion of the area enrolled in the BCP—which comprises most of the Phase 2 Site and a small portion of the Phase 3 Site—has been approved by NYSDEC, and remedial activities at this site are underway, and anticipated to be completed in 2023. It is anticipated that the Brownfield Cleanup Agreement (BCA) will be amended in 2023 to subdivide BCP Site No. C241146 by development sites (i.e., school, affordable housing, the proposed stadium, etc.), with a separate easement, Site Management Plan, and Final Engineering Report for each site/agreement. Remediation of the Phase 1 streets is complete, and these streets are anticipated to be removed from the BCA Agreement.

As noted above, the MTA/LIRR lot, as well as currently mapped streets within the Phase 3 Site that would be demapped in conjunction with the development of Phase 3, were not privately owned at the time of the 2008 FGEIS and did not receive E-designations. As part of the potential future Phase 3 Development, it is anticipated that the portion of the MTA/LIRR lot included in the Phase 3 Site would likely be part of an assemblage or apportionment of other adjacent parcels, which have E-designations. Therefore, the E-designation would be extended to all lots under the assemblage, per Lead Agency and DCP protocols with regard to requirements under ZR 11-15. To ensure the various required measures would be implemented in the currently mapped streets within the Phase 3 Site, the measures would be made binding on the developer of the Phase 3 Site through conditions in the development agreement, and/or a lease or amended lease. The provisions of the development agreement and/or lease or amended lease agreement, relating to the substance and enforceability of these commitments, would be subject to approval by the lead agency in consultation with DEP. Alternatively, the former mapped streets could be entered into the BCP. Until such time that mapped rights-of-way within the Phase 3 Site are demapped, DOT would continue to hold jurisdiction and maintenance responsibility over the mapped ROWs and any work

within the Phase 3 mapped ROWs would comply with all city, state, and federal regulations regarding the handling of hazardous materials during ground disturbance.

The hazardous materials assessment also identified the potential for hazardous materials in existing buildings (such as asbestos-containing materials [ACM], lead-based paint [LBP], and polychlorinated-biphenyl-[PCB]-containing equipment, and lighting fixtures). Regulatory requirements for maintenance and (if necessary) disposal of such materials prior to or during demolition would continue to be followed.

With the implementation of the measures required by the BCP agreements, E-designations, applicable local, state, and federal regulations, and/or conditions in development agreements, leases, and/or amended leases, the Proposed Project would not result in any significant adverse impacts with respect to hazardous materials.

WATER AND SEWER INFRASTRUCTURE

An assessment of water and sewer infrastructure was conducted based on the methodology set forth in the *CEQR Technical Manual* and consistent with the Final Scope of Work. This analysis—consistent with the findings of the 2008 FGEIS, 2013 FSEIS, and subsequent technical memoranda—finds that the Proposed Project would not result in significant adverse impacts to water and sewer infrastructure. Infrastructure improvements would be required for various phases of the project, as detailed in this section.

WATER AND SEWER INFRASTRUCTURE IMPROVEMENTS

As discussed in the 2008 FGEIS, the FSEIS, and subsequent technical memoranda, improvements to the District's water supply, sanitary sewer, and storm sewer systems are required to support new development. Some of these improvements have been completed since the prior reviews, in particular construction of sanitary sewers running west from 126th Street along Citi Field's northern and western parking lots to connect the District to the sanitary sewer network, and construction of new stormwater conveyance infrastructure at the northern end of the District (new storm sewers and new outfall to replace the existing 126th Street outfall). Additional improvements are expected in the No Action condition as part of the Phase 1 Development occurring in the District: the No Action condition improvements include construction of a new 72-inch trunk water main and local water mains to supply the Phase 1 Site, as well as new sanitary and storm sewers to connect the Phase 1 Site to the completed sewers on 126th Street. In addition to providing water and sanitary/stormwater service to the Phase 1 Development, some of these improvements (in particular the sanitary sewers) would partially serve the other development sites in the District; however, in the No Action condition, the majority of the Phase 2 Site and the Phase 3 would continue to have inadequate infrastructure.

Water supply and sanitary/stormwater conveyance improvements would be constructed in the District as part of the Phase 2 and Phase 3 Developments, in coordination with DEP. The planned improvements under Phase 2 (the 2027 With Action condition) include new water mains along Northern Boulevard, 126th Place, 34th Avenue, and 35th Avenue; new sanitary sewer along 34th Avenue to serve the two northern Phase 2 Development parcels; and new high-level storm sewers in 126th Street and 127th Street. Although no developer has been designated for the Phase 3 Site, nor has any specific development plan been established, additional water and sewer infrastructure improvements would be required to complete the buildout of the District under the Phase 3 Development (the 2039 With Action condition). The remaining improvements would be determined in consultation with DEP, including preparation of water main distribution plans and

an Amended Drainage Plan (ADP). Preparation of the ADP would include a hydraulic analysis to determine the routing and sizing of new sanitary and storm sewers in the District. Any required water main and sewer improvements would be constructed by the designated developer of the Phase 3 Site at the time of development, in conjunction with the street reconstruction within the Phase 3 Site. With completion of the street reconstruction and infrastructure improvements, the District is expected to have the necessary infrastructure with capacity to support the full buildout of the District in the 2039 With Action condition.

WATER SUPPLY

In the 2027 With Action condition, the Project Site would generate an incremental water demand of approximately 0.7 million gallons per day (mgd) as compared to the 2027 No Action condition. In the 2039 With Action condition, the Project Site would generate an incremental water demand of approximately 2.6 mgd as compared to the 2039 No Action condition. This would represent incremental increases of approximately 0.07 and 0.24 percent in demand on the New York City water supply system, respectively, compared to the City's average daily water use of approximately 1.1 billion gallons per day (gpd). With the proposed improvements, it is expected that the water mains in the Project Area would be capable of handling the increase in water demand from the District, and there would be no significant adverse impacts on the City's water supply in the 2027 With Action condition or the 2039 With Action condition.

SEWER SYSTEM AND WASTEWATER TREATMENT

In the 2027 With Action condition, the Project Site would generate an incremental 467,020 gpd of sewage over the 2027 No Action condition. In the 2039 With Action condition, the Project Site would generate an incremental increase of approximately 1.5 mgd of daily sanitary sewage over the 2039 No Action condition. These incremental volumes in sanitary flow to the sewer system would represent approximately 0.46 percent and 1.56 percent, respectively, of the average daily flow to the Bowery Bay Wastewater Resource Recover Facility (WRRF). These volumes would not result in an exceedance of the Bowery Bay WRRF's capacity and are not anticipated to create a significant adverse impact on the City's sanitary sewage treatment system. In addition, in accordance with the New York City Plumbing Code (Local Law 33 of 2007), all new construction on the Project Site would be required to utilize low-flow plumbing fixtures, which would help to further reduce sanitary flows to the WRRF. All new construction on the Project Site would be required to file a Site Connection Proposal Application (SCP) for approval from the New York City Department of Environmental Protection (DEP) to tie into the sewer system. In this process, before a building permit can be issued, site connection proposals must be certified for sewer availability by DEP. This analysis and any improvements would be undertaken, as necessary, in coordination with DEP.

STORMWATER FLOWS

The Project Site is located within the drainage area of the Bowery Bay WRRF; however, the Project Site is not part of the combined sewer area, and stormwater runoff generated in the District is currently collected by separated storm sewers and discharged into Flushing Bay by two outfalls on 126th Street and 127th Street. In the 2027 With Action condition and the 2039 With Action condition, storm sewer improvements would be constructed to connect the new development to storm sewers and the upgraded outfall that have been constructed in the District since 2014. Stormwater runoff under the With Action conditions would be similar to or lower than runoff under existing conditions, as the With Action conditions would result in an increase in soft scape

space (i.e., land cover that generally refers to vegetation and landscaped areas) on the Project Site with the creation of publicly accessible open space and landscaped areas. In addition, a reduction in stormwater peak flows would be achieved with the incorporation of stormwater source control best management practices (BMPs), specifically on-site detention, that would be required as part of the DEP site connection approval process. DEP's detention performance standard is intended to reduce peak discharges to the City's sewer system during rain events by requiring greater on-site storage of stormwater runoff and slower release to the sewer system. The implementation of DEP's stormwater performance standard over time is expected to provide additional capacity to the existing sewer system, thereby improving its performance. The proposed Phase 2 and Phase 3 Developments also would require coverage under the DEP Stormwater Permitting Program in conformance with the Unified Stormwater Rule (the requirement is generally applicable to projects that are located in a separated sewer area and will result in greater than 20,000 square feet of earth disturbance). A Stormwater Pollution Prevention Plan (SWPPP), consisting of both temporary erosion and sediment controls and post-construction stormwater BMPs, would be required of the Co-applicants for the Phase 2 Development and by the future developer of the Phase 3 Development. The SWPPP(s) would include post-construction stormwater management practices (SMPs) to demonstrate compliance with the permitting requirements and design manual. The SWPPP(s) would also document Erosion and Sediment Controls (ESC) in compliance with the associated City and State manuals.

As the Project Site will be served by a separated sewer system, the Proposed Project would not result in increased flows to the City's combined sewer system that may be discharged as CSOs during rain events, and thus the 2027 With Action condition and the 2039 With Action condition would not result in an increase in CSO volumes/frequencies. Therefore, with the completion of the required infrastructure improvements, it is concluded that the 2027 With Action condition and the 2039 With Action condition would not result in significant adverse impacts to local water supply or wastewater and stormwater conveyance and treatment infrastructure.

SOLID WASTE

A solid waste analysis was conducted based on the methodology set forth in the *CEQR Technical Manual* and consistent with the Final Scope of Work. The analysis finds the Proposed Project would not result in a significant adverse impact on solid waste and sanitation services, consistent with the findings of the 2008 FGEIS, 2013 FSEIS, and subsequent technical memoranda. The Proposed Project in the 2027 With Action condition would generate an increment of 44.28 tons per week of solid waste above the 2027 No Action condition, of which 28.70 tons (65 percent) would be handled by the New York City Department of Sanitation (DSNY) via approximately two truckloads and 15.58 tons (35 percent) would be handled by private carters, resulting in one additional truckload. In the 2039 With Action condition, the Proposed Project would generate an increment of 119.65 tons per week of solid waste above the 2039 No Action condition, which would result in the equivalent of approximately nine additional truckloads (111 tons) to be handled by DSNY each week and one additional truckload (9 tons) to be handled by private carters. When compared to the No Action conditions, the Proposed Project would not generate an increment in solid waste that would rise to the level of significant adverse impacts. The Proposed Project would result in a negligible amount of solid waste compared to the amount handled by the DSNY and private carters every day and would not place a significant burden on the City's solid waste management system.

As disclosed in the 2008 FGEIS, 2013 FSEIS, and subsequent technical memoranda, the Proposed Project would displace waste transfer businesses located within the District during development

of Phase 3; however, the displacement at this location would not have a significant adverse impact on the overall waste and sanitation services offered throughout Queens County or New York City as a whole.

Overall, the Proposed Project is consistent with the objectives outlined in the SWMP and would not create new demands on solid waste and sanitation services that would result in significant adverse impacts. The Co-applicants would work with DSNY to develop a Waste Management Plan for the proposed Phase 2 Development, which may include the use of compactor containers and requisite container systems to minimize or avoid bag placement at the sidewalks prior to curbside pick-up collection. In addition, the proposed stadium would develop measures to comply with the City's food waste reduction goals, such as separating and recycling organic waste generated on-site. The proposed residential buildings would also participate in DSNY's mandatory organic waste collection program.

ENERGY

An energy assessment was conducted based on the methodology set forth in the *CEQR Technical Manual* and consistent with the Final Scope of Work. This assessment concludes that the Proposed Project would not result in significant adverse impacts on energy demand and infrastructure, consistent with the findings of the 2008 FGEIS, 2013 FSEIS, and subsequent technical memoranda. The 2027 With Action condition would generate an increment of approximately 219,938 million British thermal units (MMBTUs) of energy compared to the 2027 No Action condition. The 2039 With Action condition would result in demand of over 1,165,025 MMBTUs of energy per year, which represents an increase of approximately 686,442 MMBTUs over the 2039 No Action condition; this incremental demand would be less than 0.01 percent of the total annual energy consumption for the Con Edison region and would not have a significant impact on energy transmission or services. The Proposed Project would result in a negligible amount of annual energy consumption compared to the amount generated by New York City each year and would not place a significant burden on the Con Edison energy system. Furthermore, the Proposed Project would be compliant with NYCECC and would meet standards for New York City's energy conservation. As disclosed in the 2008 FGEIS, 2013 FSEIS, and subsequent technical memoranda, the Proposed Project would not have a significant adverse impact on the overall energy transmission system offered throughout Queens or New York City as a whole.

TRANSPORTATION

A detailed transportation analysis was conducted based on the methodology set forth in the *CEQR Technical Manual* and consistent with the Final Scope of Work. This analysis concludes that the Proposed Project would result in significant adverse impacts to traffic, transit, and pedestrians, consistent with the findings of the 2008 FGEIS, 2013 FSEIS, and subsequent technical memoranda.

TRAFFIC

Intersections

Traffic conditions were evaluated at 40 intersections for the 2027 and 2039 With Action conditions. Under the 2027 With Action non-game day condition, significant adverse traffic impacts were identified at 9 intersections in the weekday AM peak hour, 8 intersections in the weekday midday peak hour, 10 intersections in the weekday PM peak hour, and 13 intersections in the weekend midday/afternoon peak hour. Under the 2027 With Action game-day condition,

significant adverse impacts were identified at 11 intersections in the weekday pre-game peak hour, 11 intersections in the weekend pre-game peak hour, and 11 intersections in the weekend post-game peak hour. Under the 2039 With Action non-game day condition, significant adverse traffic impacts were identified at 20 intersections in the weekday AM peak hour, 21 intersections in the weekday midday peak hour, 23 intersections in the weekday PM peak hour, and 19 intersections in the weekend midday/afternoon peak hour. Under the 2039 With Action game-day condition, significant adverse impacts were identified at 25 intersections in the weekday pre-game peak hour, 19 intersections in the weekend pre-game peak hour, and 19 intersections in the weekend post-game peak hour. **Table S-4** summarizes the projected significant adverse traffic impacts for both the 2027 and 2039 With Action conditions. Potential improvement measures that may be implemented to mitigate these impacts are identified in this Draft SSEIS.

Table S-4
Summary of Significant Adverse Traffic Intersection Impacts

Analysis Peak Hour	Total No. of Impacted Intersections/Lane Groups	
	2027 With Action Condition	2039 With Action Condition
Non-Game Day		
Weekday AM	9/14	20/37
Weekday Midday	8/10	21/39
Weekday PM	10/12	23/48
Weekend Midday/Afternoon	13/18	19/40
Totals During Any Peak Hour	15/24	24/58
Game-Day		
Weekday Evening Pre-Game	11/16	25/49
Weekend Pre-Game	11/13	19/39
Weekend Post-Game	11/17	19/43
Totals During Any Peak Hour	14/25	27/61

Under the full buildout of the District (the 2039 With Action condition), the number of significantly impacted intersections would generally be lower as compared to the 2008 FGEIS and 2013 FSEIS. It should be acknowledged that the potential Citi Field parking lots project is expected to introduce several roadway improvements and add substantial traffic volumes onto the immediate and broader roadway networks. Overall, traffic conditions for the full buildout of the District would likely be more favorable than those concluded for this SSEIS if the Citi Field parking lots project does not materialize.

Highway

The Van Wyck Expressway access ramps at the northeastern corner of the District are assumed to be in place by completion of the Phase 3 Development. It is projected that in each proposed buildout phase (both before and after the construction of the ramps) some sections of the highway network would incur level of service degradations and be significantly impacted. By the 2027 With Action condition, one highway mainline location (Van Wyck Expressway northbound between Roosevelt Avenue and Long Island Expressway) and one highway ramp location (Ramp from Whitestone Expressway northbound and Northern Boulevard westbound to Van Wyck Expressway southbound) would be significantly impacted during at least one of the seven peak analysis hours. The new access ramps to and from the Van Wyck Expressway at the northeastern corner of the District that are assumed to be in place by completion of the Phase 3 Development are expected to reduce the use of certain local streets by project-generated traffic to access the Project Site. As a result, the projected impact at the Ramp from Whitestone Expressway

northbound and Northern Boulevard westbound to Van Wyck Expressway southbound in the 2027 With Action condition would no longer materialize in the 2039 With Action condition. However, additional project-generated traffic would also cause significant traffic increases and level of service degradations elsewhere on the highway network. By the time the development associated with the 2039 With Action condition has fully materialized, three highway mainline locations (Grand Central Parkway westbound [east side] between Roosevelt Avenue and Long Island Expressway, Van Wyck Expressway northbound between Roosevelt Avenue and Long Island Expressway, and Van Wyck Expressway southbound between Roosevelt Avenue and Long Island Expressway), and three ramp locations (Ramp from Van Wyck Expressway northbound to Northern Boulevard, Ramp from Astoria Boulevard eastbound/Grand Central Parkway eastbound to Whitestone Expressway northbound/Northern Boulevard eastbound, and Ramp from Whitestone Expressway southbound to Northern Boulevard westbound) would be significantly impacted during at least one peak hour. Potential improvement measures that may be implemented to mitigate these impacts are discussed below.

Under the 2039 With Action condition, the number of significantly impacted highway sections and ramps, and the magnitude of delays, would generally be lower as compared to the 2008 FGEIS and 2013 FSEIS, except at Van Wyck Expressway southbound between Roosevelt Avenue and Long Island Expressway, where the previous analyses did not identify the significant adverse impact that had been identified with the current Proposed Project. It is worth noting, however, that this outcome is in part attributed to the substantial travel demand added in the 2039 No Action condition by the adjacent potential Citi Field parking lots project. Absent those additional vehicle trips, the magnitudes of the identified impacts would be lower and some may not materialize at all.

TRANSIT

Detailed analysis was conducted for the Mets-Willets Point subway station, subway line-haul analysis for the No. 7 and N/W subway lines, and bus line-haul analysis for the Q19, Q48, and Q66 bus routes. Under the 2027 With Action condition, the Proposed Project would not result in any significant adverse transit impacts (i.e., subway station, subway line-haul, or bus line-haul). Under the 2039 With Action condition, significant adverse subway station impacts were identified for the street-level stairs, mezzanine stairs, and fare control areas at the Mets-Willets Point station as summarized in **Table S-5**. A significant adverse subway line-haul impact was also identified for the No. 7 subway line and significant adverse bus line-haul impacts were identified for the Q19, Q48, and Q66 bus routes. Potential improvement measures that may be implemented to mitigate these impacts are identified in this Draft SSEIS.

For transit, significant adverse impacts were identified in the 2008 FGEIS for the Mets-Willets Point subway station and area bus routes adjacent to the District. The 2013 FSEIS identified a significant adverse subway line-haul impact and additional station impacts associated with potential station reconfiguration by New York City Transit (NYCT) that were not previously identified in the 2008 FGEIS. Although the incremental subway and bus trips currently anticipated for the full buildout of the District would be substantially lower than identified in the previous environmental review, similar or greater impacts have been identified for the full buildout of the District in the 2039 With Action condition due to elevated baseline conditions in the 2039 No Action condition. Specifically, the previous analyses did not identify the significant adverse subway impact at the R532 fare control area that had been identified with the current Proposed Project. This outcome is in part attributed to the substantial amount of transit ridership that would be added in the 2039 No Action condition by the adjacent potential Citi Field parking lots project.

Table S-5
Summary of Significant Adverse Subway Station Impacts—
2039 With Action Condition

Analysis Element		Non-Game Day		Game-Day		
		Weekday AM	Weekday PM	Weekday Evening Pre-Game	Weekend Pre-Game	Weekend Post-Game
Stairways	S2	X	X	X		
	M4		X	X		X
Fare Control Areas	R532		X			

Absent those additional trips, the magnitudes of the identified impacts would be lower and some, including the one identified for the R532 control area, may not materialize at all.

PEDESTRIANS

Pedestrian conditions were evaluated at 23 sidewalks, 4 corners, and 12 crosswalks for the 2027 With Action condition. For the 2039 With Action condition, a total of 41 sidewalks, 8 corners, and 16 crosswalks were analyzed. Under the 2027 With Action non-game day condition, significant adverse impacts were identified at 0 sidewalks, 0 corners, and 1 crosswalk in the weekday AM, PM, and weekend midday/afternoon peak hours, and no significant adverse impacts were identified in the weekday midday peak hour. Under the 2027 With Action game-day condition, significant adverse impacts were identified at 0 sidewalks, 0 corners, and 1 crosswalk in the weekday pre-game and weekend pre-game peak hours; and 1 sidewalk, 0 corners, and 1 crosswalk in the weekend post-game peak hour. Under the 2039 With Action non-game day condition, significant adverse impacts were identified at 5 sidewalks, 0 corners, and 4 crosswalks in the weekday AM peak hour; 5 sidewalks, 0 corners, and 5 crosswalks in the weekday midday peak hour; 2 sidewalks, 0 corners, and 5 crosswalks in the weekday PM peak hour; and 2 sidewalks, 0 corners, and 4 crosswalks in the weekend midday/afternoon peak hour. Under the 2039 With Action game-day condition, significant adverse impacts were identified at 3 sidewalks, 0 corners, and 4 crosswalks in the weekday pre-game peak hour; 2 sidewalk, 0 corners, and 7 crosswalks in the weekend pre-game peak hour; and 5 sidewalks, 0 corners, and 7 crosswalks in the weekend post-game peak hour. **Table S-6** summarizes the projected significant adverse pedestrian impacts for both the 2027 and 2039 With Action conditions. Potential improvement measures that may be implemented to mitigate these impacts are identified in this Draft SSEIS.

Compared to the 2008 FGEIS and 2013 FSEIS, greater pedestrian impacts have been identified for the full Phase 3 buildout of the District (the 2039 With Action condition). Although the projected impacts would similarly be limited to locations on the 126th Street/Seaver Way corridor, there would be more sidewalk locations where significant adverse pedestrian impacts would result, whereas previous environmental reviews only concluded potential impacts at crosswalks. While the adjacent potential Citi Field parking lots project would generate a significant amount of pedestrian trips, most are not expected to traverse the 126th Street/Seaver Way corridor. The relatively more unfavorable impact findings are mainly attributed to the evolution of prevalent analysis methodologies and procedures, pursuant to the latest *CEQR Technical Manual* guidelines.

Table S-6
Summary of Significant Adverse Pedestrian Impacts

Analysis Peak Hour	Total No. of Impacted Pedestrian Elements					
	2027 With Action Condition			2039 With Action Condition		
	Sidewalks	Corners	Crosswalks	Sidewalks	Corners	Crosswalks
Non-Game Day						
Weekday AM	0	0	1	5	0	4
Weekday Midday	0	0	0	5	0	5
Weekday PM	0	0	1	2	0	5
Weekend Midday/Afternoon	0	0	1	2	0	4
Totals During Any Peak Hour	0	0	1	6	0	5
Game Day						
Weekday Evening Pre-Game	0	0	1	3	0	4
Weekend Pre-Game	0	0	1	2	0	7
Weekend Post-Game	1	0	1	5	0	7
Totals During Any Peak Hour	1	0	1	5	0	8

STREET USER SAFETY

Crash data for the study area intersections were obtained from DOT for the period between January 1, 2017 and December 31, 2019. During this period, a total of 856 crashes, three fatalities, 479 injuries, and 156 pedestrian/bicyclist-related crashes occurred at the study area intersections. A rolling yearly total of crash data identifies 16 study area intersections as high crash locations. A summary of the identified high crash locations, based on *CEQR Technical Manual* criteria, prevailing trends, project-specific effects, and recommended safety measures is provided in **Table S-7**.

PARKING

The Phase 1 Development—part of the No Action condition—would provide a total of 425 parking spaces, including 345 off-street and 80 on-street parking spaces, to sufficiently accommodate its projected peak demand of 396 spaces. The proposed Phase 2 Development would provide another 500 off-street and 115 on-street parking spaces upon its completion for a cumulative District parking supply of 1,040 spaces (i.e., Phase 1 plus Phase 2), which would be sufficient to accommodate the cumulative 2027 With Action condition peak parking demand of 984 spaces. At full buildout, the District would provide approximately 3,057 total off-street parking spaces, which would be sufficient to accommodate the projected peak demand of 2,960 spaces.

NYCFC STADIUM GAME-DAY OPERATIONS

Compared to the approximately 42,000-seat Citi Field, the proposed 25,000-seat NYCFC soccer stadium would have a smaller seating capacity (approximately 40 percent smaller). In addition, it is expected that arrangements would be made by NYCFC via an agreement with the Queens Baseball Company, an affiliated entity of the New York Mets, for up to 4,000 parking spaces at the existing Citi Field parking lots to be used for NYCFC event parking. Standards for the timing of events at the soccer-specific stadium and Citi Field will be established between NYCFC and the New York Mets to ensure parking spaces are not required for both venues at the same time. These standards will also prohibit major events from commencing at the soccer-specific stadium within a set amount of time before or after the commencement of baseball games at Citi Field.

Table S-7

Summary of High Crash Locations and Recommended Safety Measures

High Crash Intersection	Prevailing Trends	Anticipated Background and Project Changes	Recommended Safety Measures
108th Street and Northern Boulevard	Driver's Inattention	Incremental trips: 170 vehicles and very few to no pedestrians	Vision Zero improvements implemented
108th Street and Roosevelt Avenue	No prevailing trends	Incremental trips: 130 vehicles and very few to no pedestrians	Vision Zero improvements implemented
111st Street and Roosevelt Avenue	Conflicting vehicles with pedestrians	Incremental trips: 130 vehicles and very few to no pedestrians	Study the feasibility of a new LPI phase for the Final SSEIS in consultation with DOT
114th Street and Roosevelt Avenue	Driver's Inattention	Incremental trips: 260 vehicles and less than 90 pedestrians	None
126th Street/Seaver Way and Roosevelt Avenue	Conflicting vehicles with pedestrians	Incremental trips: 510 vehicles and less than 1,490 pedestrians	Project improvements to be implemented
Prince Street and Roosevelt Avenue	North and east crosswalks affected by failing to yield	Incremental trips: 120 vehicles and very few to no pedestrians	Study the feasibility of a new LPI phase for the Final SSEIS in consultation with DOT
Main Street and Northern Boulevard	Conflicting vehicles with pedestrians	Incremental trips: 210 vehicles and very few to no pedestrians	None
Main Street and 41st Avenue/Kissena Boulevard	Pedestrians getting on/off vehicle other than school bus; Emerging from in front of/behind parked vehicles; Crossing without signal or marked crosswalk.	Incremental trips: very few to no vehicular and pedestrian trips	Intersection recently reconfigured due to Main Street Busway
Main Street and Roosevelt Avenue	No prevailing trends	Incremental trips: 120 vehicles and very few to no pedestrians	Intersection recently reconfigured due to Main Street Busway; Vision Zero improvements implemented
Union Street and Northern Boulevard	Conflicting vehicles with pedestrians	Incremental trips: 210 vehicles and very few to no pedestrians	None
Union Street and Sanford Avenue	Conflicting vehicles with pedestrians	Incremental trips: 30 vehicles and very few to no pedestrians	None
Union Street and Roosevelt Avenue	Conflicting vehicles with pedestrians	Incremental trips: 120 vehicles and very few to no pedestrians	Restripe faded north and south crosswalks
Parsons Boulevard and Sanford Avenue	No prevailing trends	Incremental trips: 50 vehicles and very few to no pedestrians	None
Parsons Boulevard and Roosevelt Avenue	Motorists' failure to yield right of the way	Incremental trips: 110 vehicles and very few to no pedestrians	None
Parsons Boulevard and Northern Boulevard	No prevailing trends	Incremental trips: 200 vehicles and very few to no pedestrians	None
College Point Boulevard and Roosevelt Avenue	No prevailing trends	Incremental trips: 260 vehicles and very few to no pedestrians	None
Note: LPI = Leading Pedestrian Interval.			
Source: DOT January 1, 2017 to December 31, 2019 crash data.			

Given the smaller seating capacity of the proposed NYCFC stadium, the shared use of existing Citi Field parking lots for NYCFC events, the similar travel characteristics among attendees of MLS events and Mets games, and trip-making for the stadium not overlapping with events held at Citi Field, a NYCFC match with fewer vehicle, transit, and pedestrian trips than a Mets game at Citi Field would correspond with a condition that has less activity than a baseline condition that already exists (i.e., a Mets game at Citi Field). A targeted assessment of the anticipated game-day traffic management strategies for events at the proposed NYCFC stadium also concluded that access/circulation of future event and District activities, particularly along 126th Street/Seaver Way and within the District, could be readily maintained under the 2027 With Action condition. With the addition of the adjacent potential Citi Field parking lots project and the completion of the Phase 3 Development by the 2039 analysis year, some intermittent congested conditions could be anticipated during critical NYCFC event travel periods. However, these would be comparable to what the area already experiences at the same or other nearby locations during a high-attendance Mets game at Citi Field.

ALTERNATIVE TRANSPORTATION SCENARIO

Under the Alternative Transportation Scenario, parking resources in the vicinity of Citi Field (including those along the marina) are assumed to be unavailable for NYCFC stadium events. Attendees who choose to drive to stadium events would, therefore, have to rely on the parking resources in adjacent neighborhoods—Corona and Flushing. With limited available on-street parking in both neighborhoods and public parking facilities only available in Flushing, most, if not all, of these auto trips would be made to the area in Flushing surrounding these public parking resources. Conservative analyses for this scenario, prepared to assess the potential transportation-related effects of a highly attended event at the NYCFC stadium, concluded the potential for significant adverse traffic and pedestrian impacts at locations in Flushing and adjacent College Point, where event activities would be concentrated. These activities would, however, take place over short durations on event days and only on 40 to 50 occasions a year. Given the anticipated parking constraints and aggressive auto-trip reduction campaign that NYCFC would be expected to undertake, event attendees would learn and be expected to alter their mode of travel, such that the actual traffic demand under the Alternative Transportation Scenario would be substantially lower than what was assumed for analysis. Accordingly, the identified impacts would likely be at lower magnitudes or occur at a smaller number of locations. Considering also the short-duration and infrequent nature of these effects, implementing typical traffic improvement measures, such as adjusting signal timing or changing curbside regulation, is likely impracticable. Therefore, should Citi Field parking resources not be available in the future for NYCFC events, NYCFC would, in collaboration with NYPD and FDNY, extend game-day traffic management strategies that currently take place surrounding Citi Field and would occur in the future surrounding the new soccer stadium to Flushing and College Point, to address the above periodic short-term effects on traffic conditions. NYCFC would additionally commit to undertaking a transportation monitoring effort after travel patterns have stabilized to reevaluate the actual effects experienced at that future point in time. A work plan would be drafted for review and approval by DOT for implementation. The findings from this study and those presented in this SSEIS would be compared to identify specific needs for inclusion in the game-day traffic management strategies.

AIR QUALITY

A detailed air quality analysis was conducted based on the methodology set forth in the *CEQR Technical Manual* and consistent with the Final Scope of Work. This analysis concluded that

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based on a detailed dispersion modeling analysis, there would be no potential significant adverse air quality impacts from emissions of nitrogen dioxide (NO₂) and particulate matter (PM), from the potential heating and hot water systems associated with the Phase 2 Development provided that certain restrictions on fuel type, placement of heating and hot water system stacks, and use of low-nitrogen oxide (low- NO_x) burners for the proposed NYCFC stadium and use electric-powered systems for the other Phase 2 parcels are imposed. A modified (E) Designation would be mapped in connection with the Proposed Actions to ensure that the future Phase 2 Development would not result in any significant adverse air quality impacts from potential fossil fuel-fired heat and hot water systems emissions. The restrictions reflect the changes to the Proposed Project since the 2008 FGEIS, 2013 SEIS, and subsequent technical memoranda and would supersede those identified in those documents.

Consistent with the 2008 FGEIS, 2013 FSEIS, and subsequent technical memoranda, the analysis of existing industrial sources associated with autobody spray coating operations in the surrounding study area determined that emissions of air toxic compounds would not result in any potential significant adverse air quality impacts on the Phase 2 Development in the 2027 With Action condition. Predicted air quality effects on the Phase 2 Development from existing industrial sources within the District would be temporary and would no longer occur with the development of the Phase 3 Site.

The mobile source analyses determined that concentrations of CO due to project-generated traffic at intersections would not result in any violations of National Ambient Air Quality Standards (NAAQS) in the 2027 With Action condition. Furthermore, CO concentrations in the 2027 With Action condition were predicted to be below CEQR *de minimis* criteria. For PM_{2.5}, the results showed that for the 2027 and 2039 With Action conditions, the daily (24-hour) PM_{2.5} increments are predicted to be below the *de minimis* criteria. However, the maximum annual incremental PM_{2.5} concentration is predicted to potentially exceed the annual *de minimis* criterion at one intersection location in the 2027 With Action condition, and at two intersection locations in the 2039 With Action condition.

Between the Draft and Final SSEIS, additional review and evaluation will be performed which is expected to determine that the identified impacts related to mobile source annual average PM_{2.5} increments will be avoided. Additional modeling of PM_{2.5} concentrations (Grid Analysis) will be performed using more refined or comprehensive analysis procedures to determine the magnitude and extent of neighborhood-scale PM_{2.5} impacts from mobile sources. Other updates may include the use of newer vehicle emissions model data and projections. It is anticipated that these additional measures will reduce PM_{2.5} concentrations below the annual *de minimis* criterion threshold.

The parking facilities assumed to be developed as a result of the Phase 2 Development were analyzed for potential air quality effects. The analysis found that these parking facilities would not be expected to result in any significant adverse air quality impacts. Overall, parking associated Phase 2 and Phase 3 Development would not result in any significant adverse air quality impacts. The analysis of the elevated section of the Whitestone Expressway on the sensitive uses in the proposed Phase 2 Development and the potential future Phase 3 Development determined that CO and PM_{2.5} concentrations at the buildings within the District near the elevated roadway would be well below the NAAQS in the 2039 With Action condition.

ALTERNATIVE TRANSPORTATION SCENARIO

Based on a review of the Alternative Transportation Scenario, traffic conditions could potentially result in a significant adverse air quality impact relative to the PM_{2.5} *de minimis* criteria. Potential significant adverse air quality impacts due to CO are not anticipated based on the results of the mobile source analysis conducted for the 2027 and 2039 ATS With Action conditions.

Between the Draft and Final SSEIS, further study will be undertaken to evaluate the potential for significant adverse impacts relative to PM_{2.5} at two intersection locations that were determined to have the greatest number of heavy-duty truck equivalents. In the event that a potential significant adverse air quality impact is predicted, further analysis would be performed to determine whether the predicted incremental concentrations would exceed the *de minimis* criteria when factoring in the relative frequency of NYCFC events. If the maximum incremental concentrations of annual average PM_{2.5} are still predicted to exceed the *de minimis* criterion, a more refined analysis (Grid Analysis) will be performed using more refined or comprehensive analysis procedures to determine the magnitude and extent of neighborhood-scale PM_{2.5} impacts from mobile sources under the 2027 and 2039 ATS With Action condition.

GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

An analysis of greenhouse gas emissions and climate change was conducted based on the methodology set forth in the *CEQR Technical Manual* and consistent with the Final Scope of Work. This analysis concluded that, consistent with the findings of the 2008 FGEIS, 2013 FSEIS, and subsequent technical memoranda and based on the commitment to energy efficiency and by virtue of location and nature, the Proposed Project would be consistent with the City's emissions reduction goals, as defined in the *CEQR Technical Manual*.

The building energy use and vehicle use associated with the proposed Phase 2 Development would result in up to approximately 11 thousand metric tons of carbon dioxide equivalent (CO₂e) emissions per year in the 2027 With Action condition. Consumption of grid electricity at the proposed buildings was estimated using the existing electric grid's carbon intensity and represents approximately 3 thousand metric tons of CO₂e per year. These emissions are expected to decrease or be eliminated as New York State and New York City target 100 percent renewable electricity. Additionally, approximately 7 thousand metric tons of CO₂e per year are associated with vehicle emissions based on projected vehicle fleets for future years; however, these estimates conservatively do not include increased percentage of electric vehicles due to market behavior, and thus the GHG emissions from mobile sources in the 2027 With Action condition are expected to be lower.

In the 2039 With Action condition, the potential future Phase 3 Development would result in an additional 36 thousand metric tons of CO₂e emissions per year. Therefore, the Proposed Project would result in a total of 48 thousand metric tons of CO₂e in the 2039 With Action condition.⁵ Similar to the proposed Phase 2 Development, the emissions associated with the potential future Phase 3 Development's consumption of grid electricity and vehicles generated by the potential future Phase 3 Development are expected to be less than these estimates. Additionally, the design of the proposed Phase 2 Development and potential future Phase 3 Development would target

⁵ The approved Phase 1 Development would contribute an additional 11 thousand metric tons of CO₂e per year. Similar to the Proposed Project, the approved Phase 1 Development is subject to the carbon intensity limits established by the City, and future emissions from this development are expected to decrease.

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energy efficiency measures and carbon emission reductions in line with the City and State's emission reduction goals.

Total GHG emissions associated with the construction of the proposed Phase 2 Development, including direct emissions and upstream emissions associated with construction materials, would be approximately 42 thousand metric tons. Consistent with CEQR practice for potential developments where no developer has been identified and no specific development plan has been established, emissions associated with construction of the potential future Phase 3 Development have not been estimated explicitly for the Proposed Project, but analyses of similar projects have shown that construction emissions (both direct and emissions embedded in the production of materials, including on-site construction equipment, delivery trucks, and upstream emissions from the production of steel, rebar, aluminum, and cement used for construction) are equivalent to the total operational emissions over approximately 5 to 10 years.

The *CEQR Technical Manual* defines five goals by which a project's consistency with the City's emission reduction goal is evaluated: (1) efficient buildings; (2) clean power; (3) sustainable transportation; (4) construction operation emissions; and (5) building materials carbon intensity. The Co-applicants are currently evaluating the specific energy efficiency measures and design elements that may be implemented for the proposed Phase 2 Development, are committed to perform certification under the Leadership in Energy and Environmental Design (LEED) Building Design and Construction, version 4, and would target a GOLD certification as a minimum for residential uses and SILVER certification as a minimum for hotel uses. Furthermore, the Proposed Project would be designed to comply with New York City's carbon intensity limits for the 2030–2035 period specified by DOB and be required at a minimum to achieve the energy efficiency requirements of the New York City Building Code under the New York City Energy Conservation Code (NYCECC), consistent with the NYStretch Energy Code within the 2020 Energy Conservation Code of New York State (2020 ECCNYS). The Proposed Project would implement any measures required under such programs, as legally applicable. Therefore, the Proposed Project would support the goal identified in the *CEQR Technical Manual* of building efficient buildings.

The Proposed Project would also support other GHG goals by virtue of the District's proximity to public transportation and the inclusion of carbon-free/low-carbon transportation infrastructure such as bicycle, e-mobility support, and electric vehicle charging infrastructure; avoidance of the use of fossil fuels for on-site combustion sources through the commitment to utilize fully electric heat, residential cooking, and hot water systems for residential, retail and hotel spaces; commitment to construction air quality controls; and the fact that as a matter of course, construction in New York City uses recycled steel. The Proposed Project would target steel sources that utilize electric arc furnaces for processing scrap metal into recycled steel, lowering the emission associated with processing and avoiding emissions associated with transporting newly produced steel. The Proposed Project also would include cement replacement targets that would exceed standard practice. All of these factors demonstrate that the Proposed Project supports the GHG reduction goal.

NOISE

A noise analysis was conducted based on the methodology set forth in the *CEQR Technical Manual* and consistent with the Final Scope of Work. This analysis finds that the Proposed Project would not result in any significant adverse impacts to noise, consistent with the 2013 FSEIS and subsequent technical memoranda. (The 2008 FGEIS disclosed a noise impact on World's Fair Marina Park, but the 2013 FSEIS found that impact would not occur.) The analysis concludes that

noise associated with traffic generated by the Proposed Project and its associated parking facilities would not be expected to result in any significant increases in noise levels. To meet CEQR interior noise level requirements, the analysis prescribes between 28 and 35 dBA of building attenuation for the Proposed Project buildings with the potential for noise-sensitive use, which is similar to the amount of building attenuation specified in the 2008 FGEIS, 2013 SEIS, and subsequent technical memoranda. In general, the updated building attenuation requirements are slightly lower than those prescribed in the previous environmental reviews. Similar to what was predicted in the 2008 FGEIS, 2013 FSEIS, and subsequent technical memoranda, noise levels in the newly created open spaces would be greater than the 55 dBA $L_{10(1)}$ prescribed by CEQR criteria but would be comparable to other parks around New York City and would not constitute a significant adverse impact.

NEIGHBORHOOD CHARACTER

An assessment of neighborhood character was conducted based on the methodology set forth in the *CEQR Technical Manual* and consistent with the Final Scope of Work. This assessment finds that the Proposed Project would not result in a significant adverse impact on neighborhood character, consistent with the findings of the 2008 FGEIS, 2013 FSEIS, and subsequent technical memoranda. The Proposed Project would not result in any significant adverse impacts to land use, zoning, and public policy; socioeconomic conditions; open space; urban design; or shadows. While the Proposed Project would result in significant adverse impacts in the contributing technical areas of historic and cultural resources and transportation, these effects would not be of such a degree that they would result in significant adverse impacts to neighborhood character. The Proposed Project also would not be expected to result in a combination of moderate effects to several elements that could cumulatively impact neighborhood character. The Proposed Project would activate the Project Site, which currently contains low-scale light industrial and auto-related uses as well as vacant land, with new mixed-use developments. The 2027 With Action condition would result in new residential, hotel, and retail space, as well as a soccer stadium, and open space uses; the 2039 With Action condition would add further residential, retail and hotel uses, a public school (anticipated to be PS, IS, or PS/IS) to complement the school constructed as part of the Phase 1 Development, and additional open space. The Proposed Project also would allow for a more comprehensive and continuous neighborhood by linking Flushing and Corona and would transform the area surrounding Citi Field into a thriving regional destination, thereby improving neighborhood character.

PUBLIC HEALTH

An analysis of the Proposed Project's potential effects on public health was conducted based on the methodology set forth in the *CEQR Technical Manual* and consistent with the Final Scope of Work. This analysis concluded that the Proposed Project would not result in unmitigated significant adverse impacts in the areas of water quality, hazardous materials, or noise, consistent with the findings of the 2008 FGEIS, 2013 FSEIS, and subsequent technical memoranda.

The air quality analysis described above determined that the Proposed Project would result in a significant adverse impact related to particulate matter ($PM_{2.5}$) at two intersection locations. At each of the two intersection locations (Shea Road and Boat Basin Place and 126th Street/Seaver Way and 35th Avenue), traffic mitigation measures were evaluated for one or more peak periods. At Shea Road and Boat Basin Place, the intersection was determined to be partially mitigated for the 2027 With Action condition (weekend post-game conditions were unmitigated) and unmitigated for the 2039 With Action condition for the weekend post-game condition. At 35th

Avenue and 127th Street, the intersection was determined to have a significant unmitigated traffic impact for the 2039 With Action condition for all peak hours.

Based on the magnitude of the predicted PM_{2.5} incremental concentrations at Shea Road and Boat Basin Place for the 2027 With Action and the traffic mitigation measures that are proposed for the weekend pre-game period, a significant reduction in annual PM_{2.5} concentrations is not expected with the proposed traffic mitigation measures in place. For the 2039 With Action condition, potential air quality mitigation strategies would not be expected to reduce PM_{2.5} concentrations at this same location or at 126th Street/Seaver Way and 35th Avenue to below the annual *de minimis* criterion. The affected areas near Shea Road and Boat Basin Place are primarily used by transient users (pedestrians). Therefore, the exposure to the potential PM_{2.5} exceedances at the affected locations near this intersection would typically be brief, since this area would not be continuously occupied. In addition, at each of these intersections, this exposure would be below the short-term (24-hour) PM_{2.5} *de minimis* criterion. At each of the affected intersection locations, the Proposed Project would not contribute to or exacerbate a violation of the PM_{2.5} National Ambient Air Quality Standards (NAAQS) even with the conservative assumptions relating to traffic, vehicle emissions, meteorology, and background PM_{2.5} concentration levels used in this analysis. Therefore, the potential exceedances of the PM_{2.5} *de minimis* criterion on an annual basis would not constitute a significant adverse impact on public health. This is consistent with the conclusions of the 2008 FGEIS, the 2013 FSEIS, and subsequent technical memoranda, which did not identify a significant adverse impact related to public health.

Additional review and evaluation will be performed between the Draft SSEIS and Final SSEIS, which is expected to determine that the identified air quality impacts related to mobile source annual PM_{2.5} increments will be avoided.

CONSTRUCTION

A construction analysis conducted based on the methodology set forth in the *CEQR Technical Manual* and consistent with the Final Scope of Work, determined that—consistent with the 2008 FGEIS, 2013 FSEIS, and subsequent technical memoranda—the Proposed Project would result in significant adverse impacts related to transportation and historic and cultural resources. For all other technical areas, construction activities associated with the Proposed Project would not result in significant adverse impacts.

TRANSPORTATION

Significant adverse construction traffic impacts were identified for Phase 2 and Phase 3 construction during one or more study peak periods at four and eight study area intersections, respectively. Potential measures that may be implemented to mitigate these impacts are identified in this Draft SSEIS. No significant adverse impacts were identified for transit, pedestrians, and parking during the construction of the Proposed Project.

HISTORIC AND CULTURAL RESOURCES

The potential future Phase 3 Development portion of the Proposed Project would result in a significant adverse impact to architectural resources in the 2039 With Action condition. A developer for Phase 3 has not yet been selected. Before the Phase 3 Development commences, the selected developer would consult with OPRHP and LPC to evaluate any remaining potential alternatives to demolition. If none are identified, measures to partially mitigate this adverse impact would be implemented, as identified in this Draft SSEIS.

ALTERNATIVES

NO ACTION ALTERNATIVE

The No Action Alternative is the Future without the Proposed Actions (the No Action scenario), described in Chapter 1, “Project Description,” and analyzed in Chapters 2 through 20. Absent the Proposed Project (in both the 2027 and 2039 analysis years), the Phase 1 Development would be completed on the Phase 1 Site, and the Phase 2 Site and Phase 3 Site would remain in their existing condition.

Unlike the Proposed Project, under the No Action Alternative, the significant adverse impacts related to community facilities and services (elementary schools and publicly funded early childhood programs), historic and cultural resources, transportation (operational and construction period), and air quality would not occur. However, because the No Action Alternative would not allow for the proposed Phase 2 Development or the potential future Phase 3 Development, it would not facilitate the full build-out of the District with the new uses to complement the Phase 1 Development, and large portions of the District would remain vacant sites and predominantly low-density auto-related and industrial uses. In particular, the proposed stadium and hotel uses would not be provided under the No Action Alternative. Similarly, the substantial amount of additional housing (including affordable housing) expected under the Proposed Project would not be provided. Therefore, unlike the Proposed Actions, the No Action Alternative would not create a dynamic, sustainable community with regional attractions and residential, retail, and other uses within a network of pedestrian-scaled streetscapes.

NO UNMITIGATED SIGNIFICANT ADVERSE IMPACTS ALTERNATIVE

The No Unmitigated Significant Adverse Impacts Alternative examines a scenario in which the density and other components of the Proposed Project are modified to avoid the unmitigated significant adverse impacts associated with the Proposed Project. There is the potential for the Proposed Project to result in unmitigated significant adverse impacts to related to community facilities and services (elementary schools and publicly funded early childhood programs), historic and cultural resources, transportation (operational and construction period), and air quality. While this alternative considers development that would not result in any unmitigated significant adverse impacts, to eliminate all unmitigated significant adverse impacts, the Proposed Project would have to be modified to such a degree that the principal goals and objectives of the Proposed Project would not be fully realized.

The Proposed Project would result in a significant adverse impact to public elementary schools in the 2027 analysis year and the 2039 analysis year. The Proposed Project would introduce approximately 309 elementary students in the 2027 With Action condition and approximately 1,144 elementary students in the 2039 With Action condition; elementary schools within Subdistrict 2 of Community School District (CSD) 25 would operate at 109.9 percent utilization with a deficit of 564 seats in the 2027 With Action condition and at 117.8 percent utilization with a deficit of 1,130 seats in the 2039 With Action condition. To avoid the identified deficits in elementary school capacity within Subdistrict 2 of CSD 25, the number of students generated by the Proposed Project would need to be reduced to less than 100. Under the No Unmitigated Significant Impacts Alternative, the number of DUs that could be introduced by the Proposed Project would have to be reduced to 448 DUs in both 2027 and 2039, as this would generate less than 100 elementary students. Compared to the Proposed Project, this would represent a reduction of approximately 952 DUs in 2027 and approximately 4,737 DUs in 2039. This substantial

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reduction in the number of housing units developed in the District would be less supportive of the goals and objectives of the Proposed Project, especially the goal of achieving the full buildout the District in 2039.

The Proposed Project would result in a significant adverse impact to publicly funded early childhood programs in the 2039 analysis year. In 2039, the Proposed Project would introduce approximately 382 children under the age of five who would be eligible for publicly funded early childhood programs. With the addition of these children, early childhood programs within the study area would operate at 108.29 percent utilization, an increase in the utilization rate of approximately 25.33 points over the 2039 No Action condition. To mitigate the potential impact on child care facilities that could occur by 2039, the New York Economic Development Corporation would require, as part of the developer's agreement, that the designated developer(s) of Phase 3 consult with the New York City Administration for Child Services (ACS) to determine the appropriate way to meet demand for child care services generated by development in the District by 2039; the designated developer(s) would, as directed by ACS, potentially implement mitigation measures, such as adding capacity to existing facilities or providing a new child care facility within or near the area surrounding the Project Site. Should practical and feasible mitigation measures not be found, the significant adverse impact to early childhood programs would remain unmitigated. To avoid the identified significant adverse impact to early childhood programs, the number of affordable DUs that could be introduced by the Proposed Project would have to be reduced from 2,725 DUs to 1,830 DUs, a reduction of 895 affordable units. A substantial reduction in the number of affordable housing units developed in the District would be less supportive of the goals and objectives of the Proposed Project.

The Proposed Project would result in a significant adverse impact to historic and cultural resources in the 2039 With Action condition, relating to one architectural resource within the Phase 3 Site—the former Empire Millwork Corporation Building, which has been determined eligible for listing on the State and National Registers of Historic Places (S/NR) by the New York State Office of Parks, Recreation and Historic Preservation (OPRHP). The Phase 3 Development would include demolition of all buildings within the Phase 3 Site and raising the Phase 3 Site above the 100-year floodplain level. To avoid the identified significant adverse impact to historic and cultural resources, the potential future Phase 3 Development would have to be modified to avoid the demolition of the former Empire Millwork Corporation Building. This would require a modification of the Phase 3 Development site plan such that there is no new construction on the Empire Millwork Corporation Building's parcel within the Phase 3 Site. This reduction in new development would be less supportive of the goals and objectives of the Proposed Project.

The Proposed Project would result in significant adverse impacts to traffic (local intersections and highway network) under both the 2027 With Action condition and the 2039 With Action condition, transit (subway station, subway line-haul, and bus line-haul) under the 2039 With Action condition, and pedestrians (sidewalks and crosswalks) under both the 2027 With Action condition and the 2039 With Action condition. Because of the anticipated congestion at these transportation elements, even small increases in incremental trips in the District would result in significant adverse impacts that could not be fully mitigated during one or more analysis peak hours, and almost any new development in the District could result in unmitigated transportation impacts. The unmitigated traffic and pedestrian impacts that may occur if the Alternative Transportation Scenario were to materialize are related to NYCFC event attendee parking being accommodated in Flushing instead of within Citi Field parking lots. An alternative that would avoid these impacts would require NYCFC event attendee parking being accommodated within Citi Field parking lots, which is infeasible under the Alternative Transportation Scenario, or the

elimination of the proposed stadium as part of the Proposed Project, which does not meet the goals and objectives of the Proposed Project. Therefore, no reasonable alternative could be developed to completely avoid such impacts without substantially compromising the Proposed Project's stated goals. Therefore, no reasonable alternative could be developed to completely avoid such impacts without substantially compromising the Proposed Project's stated goals.

The Proposed Project would result in a significant adverse air quality impact related to the fine particulate matter (PM_{2.5}) annual *de minimis* criterion at Shea Road and Boat Basin Place in the 2027 With Action condition, and at two intersection locations (Shea Road and Boat Basin Place and 126th Street/Seaver Way and 35th Avenue) in the 2039 With Action condition. Based on the magnitude of the predicted PM_{2.5} incremental concentrations, a substantial reduction in project-generated traffic would be required to eliminate the predicted impact. This would require a significant reduction in density in the District. Therefore, no reasonable alternative could be developed to completely avoid such air quality impacts without substantially compromising the Proposed Project's stated goals. Between the Draft and Final SSEIS, additional review and evaluation will be performed, which is expected to determine that the identified impacts related to mobile source annual average PM_{2.5} increments will be avoided. Additional modeling of PM_{2.5} concentrations (Grid Analysis) will be performed using more refined or comprehensive analysis procedures to determine the magnitude and extent of neighborhood-scale PM_{2.5} impacts from mobile sources. Other updates may include the use of newer vehicle emissions model data and projections. It is anticipated that these additional measures will reduce PM_{2.5} concentrations below the annual *de minimis* criteria threshold. If unmitigated air quality impacts remain, the Final SSEIS will assess the levels of traffic associated with a reduced development that would not result in unmitigated significant adverse air quality impacts.

Finally, the Proposed Project would result in significant adverse construction traffic impacts. Since several of the construction traffic analysis locations would already be operating at congested levels in both the No Action conditions, even small traffic increments would yield unmitigated impacts at one or more of the analyzed locations during either or both the construction AM and PM analysis peak hours. Therefore, almost any new development within the District would result in unmitigated traffic impacts during construction. In order to completely avoid significant adverse construction traffic impacts, the scale of each development would likely have to be reduced by two-thirds, or the pace of construction would have to be drastically slowed. These conditions would severely limit achievable development density and progress and the Proposed Project's goals and objectives.

Overall, given the above-described limitations, in order to fully avoid all identified significant adverse impacts, the Proposed Project would have to be modified to a point where its principal goals and objectives would not be realized.

MITIGATION

The Draft SSEIS concludes that the Proposed Project has the potential to result in significant adverse impacts to elementary schools, publicly funded early childhood programs, historic and cultural resources, transportation (operational and construction period), and air quality. Potential mitigation measures to address those impacts, where feasible and/or practical, are described in the DEIS. DMHEDW, as the lead agency, will continue to coordinate with City agencies to further examine and refine these measures between the Draft and Final SSEIS. Where no feasible and practicable mitigation can be identified, impacts would remain unavoidable significant adverse

impacts of the Proposed Project. Mitigation measures will be committed to and codified in the Restrictive Declaration associated with the project approvals.

UNAVOIDABLE ADVERSE IMPACTS

The Draft SSEIS analyzes the potential for the Proposed Project to result in new or different significant adverse impacts than were disclosed in the prior environmental review of the Willets Point Development Plan to: land use, zoning, and public policy; socioeconomic conditions; community facilities and services; open space; shadows; historic and cultural resources; urban design and visual resources; natural resources; hazardous materials; water and sewer infrastructure; solid waste and sanitation services; energy; transportation; air quality; greenhouse gas emissions and climate change; noise; public health; neighborhood character; and construction. No potential for significant adverse impacts was identified for most of these categories. The potential for significant adverse impacts was identified for community facilities and services (public elementary schools and publicly funded early childhood programs), historic and cultural resources, transportation, air quality, and construction (traffic). In comparison, the 2008 FGEIS identified the potential for significant adverse impacts for community facilities (day care facilities), historic and cultural resources, transportation, noise, and construction (historic and cultural resources and traffic), and the 2013 FGEIS identified the potential for significant adverse impacts for community facilities (child care and potentially libraries), historic and cultural resources, transportation, and construction (historic and cultural resources, traffic, and pedestrians).

As describe above, the Proposed Project would have the potential to result in significant adverse impacts with respect to public schools, publicly funded early childhood programs, architectural resources, traffic, transit, pedestrians, mobile source air quality, and construction traffic. To the extent practicable, mitigation has been proposed for these identified significant adverse impacts. However, in some instances no practicable mitigation has been identified to fully mitigate significant adverse impacts, and there are no reasonable alternatives to the Proposed Project that would meet the purpose and need of the Proposed Project, eliminate potential impacts, and not cause other or similar significant adverse impacts. In other cases, mitigation has been proposed, but absent a commitment to implement the mitigation, or if the mitigation is determined to be impracticable upon further review between the Draft SSEIS and Final SSEIS, the impacts may not be eliminated.

GROWTH-INDUCING ASPECTS OF THE PROPOSED ACTIONS

The term “growth-inducing aspects” generally refers to the potential for a proposed project to trigger additional development in areas outside a project site that would otherwise not have such development without the proposed project. The *CEQR Technical Manual* indicates that an analysis of the growth-inducing aspects of a proposed action is appropriate when a project: (1) adds substantial new land use, residents, or new employment that could induce additional development of a similar kind or of support uses, such as retail establishments to serve new residential uses; and/or (2) introduces or greatly expands infrastructure capacity.

The Proposed Project would be limited to the Project Site, which consists of the 61-acre SWPD in Queens Community District 7. Consistent with plans for the District analyzed in the 2008 FGEIS, the 2013 FSEIS, and subsequent technical memoranda, the Proposed Project would increase the density of the Phase 2 Site and the Phase 3 Site by introducing approximately 6.5 million square feet of new development, including residential, retail, office, hotel, stadium,

community facility, and school uses. While the uses proposed for the District would contribute to growth in the local Queens, City, and State economies, they would not be expected to induce notable growth outside of the District. The District is physically separated from surrounding neighborhoods by water bodies, roadways, and parkland, and thus the ability of the Proposed Project to alter land use and economic patterns or induce substantial growth outside the District would be minimal.

As discussed above in “Socioeconomic Conditions,” the residential component of the Proposed Project would not significantly differ from the residential component of the programs analyzed in the 2008 FGEIS and 2013 FSEIS; however, it would increase the overall number of DUs in the District by 435 and increase the number of affordable DUs in the District by 1,777 above the program analyzed in the 2013 FSEIS. The Phase 1 Development in the No Action condition and the proposed Phase 2 Development would both be 100 percent affordable, and the RWCDs program for the potential future Phase 3 Development is assumed to be 35 percent affordable, for a total of 61 percent of DUs in the District being affordable. The 2008 FGEIS and 2013 FSEIS identified a vulnerable population that could potentially be at risk of indirect residential displacement if rents were to increase; however, the 2008 FGEIS, 2013 FSEIS, and subsequent technical memoranda concluded that the respective programs analyzed would not have a significant adverse impact on this vulnerable population. Though the Proposed Project would add an additional 435 DUs to the District as compared to what was analyzed in the 2013 FSEIS, the Proposed Project would result in the District being 61 percent affordable, compared to the previously planned 35 percent. The increased affordability of the Proposed Project as compared to the 2013 FSEIS program is more reflective of the economic conditions of the existing population and would help to stabilize the existing market trend of rising rents in the study area, thereby reducing the potential for indirect residential displacement relative to the programs analyzed in the 2008 FGEIS, the 2013 FSEIS, and subsequent technical memoranda.

While the Proposed Project would introduce a 500,000 gsf stadium that was not previously analyzed and 435 more residential DUs than were analyzed in the 2013 FSEIS, it also would add substantially less retail use and the same amount of office space, school seats, and hotel rooms as was analyzed in the 2008 FGEIS and the 2013 FSEIS; therefore, the 2008 FGEIS and the 2013 FSEIS finding that these uses would not introduce enough of a new economic activity or population to alter existing economic patterns remains valid. The Proposed Project’s additional residential and stadium uses would not introduce trends that are substantially different from those identified in the 2008 FGEIS or 2013 FSEIS and would not result in significant indirect business displacement due to increased rents. There are already destinations in the study area that offer entertainment and/or recreational opportunities, including Citi Field, USTA National Tennis Center, Flushing Meadows-Corona Park, and Downtown Flushing. The study area is already experiencing a trend toward increased commercial and residential development. The uses, residents, and workers introduced by the Proposed Project represent a continuation of existing trends, rather than a new trend that would place upward pressure on commercial rents in the study area. The preliminary assessment found that while the Proposed Project’s uses would be a substantial addition to the study area, they would not be new types of uses within the study area, and therefore would not introduce a new trend that could substantially alter economic patterns.

As described above in “Project Description” and “Water and Sewer Infrastructure,” substantial infrastructure and roadway improvements would be provided as part of the Proposed Project. Water supply and sanitary/stormwater conveyance improvements would be constructed in the District as part of the proposed Phase 2 Development in coordination with DEP. The proposed Phase 2 Development would utilize and improve the existing built street network surrounding the

Willets Point Phase 2 Development

Phase 2 Site, and the private street network that is currently planned for development in Phase 1 is proposed to be mapped as public streets on the City Map as part of the Proposed Actions. Additional infrastructure and roadway improvements would be made in the future as part of the potential future Phase 3 Development. Infrastructure and roadway improvements included in the Proposed Project are intended to support the anticipated growth in the District.

Overall, the Proposed Actions are not expected to induce any significant additional growth beyond that identified and analyzed in this EIS, consistent with the findings of the 2008 FGEIS, the 2013 FSEIS, and subsequent technical memoranda.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

Resources, both natural and human-made, would be expended in the construction and operation of the Proposed Project. These resources include the materials used in construction; energy in the form of fuel and electricity consumed during construction and operation of the project; and the human effort (e.g., time and labor) required to develop, construct, and operate various components of the Proposed Project.

These resources are considered irretrievably committed because their reuse for some other purpose would be highly unlikely. The Proposed Project constitutes an irreversible and irretrievable commitment of the Project Site as a land resource, thereby rendering land use for other purposes highly unlikely in the foreseeable future.

The commitments of resources and materials are weighed against the benefits of the Proposed Actions. As described above in “Project Description,” the Proposed Actions would facilitate the development of the Proposed Project, which would deliver upon decades of plans to remediate, restore, revitalize, and renew the Willets Point area. Combined with the Phase 1 Development, the transformation of Willets Point with the proposed Phase 2 Development would be anchored by 2,500 new affordable homes, which would be the largest 100-percent affordable, new construction housing project in New York City in 40 years. The affordable housing to be created by the Proposed Project would help address affordable housing needs within Queens Community District 7 and the City at large. The proposed Phase 2 Development would also bring over 2.77 acres of new public open space, a 250-key hotel, and neighborhood-serving, ground-floor retail shops that would create good-paying jobs for community residents, as well as environmental remediation of the Project Site and construction of new off-site water and sewer infrastructure and new on-site roads and infrastructure distribution.

With the creation of New York City’s first soccer-specific stadium, Willets Point would become the City’s premier sports hub, with the New York Mets’ Citi Field and USTA Billie Jean King National Tennis Center within walking distance of MTA’s Mets-Willets Point subway and LIRR station. Taking advantage of its location in the heart of one of the most ethnically diverse counties in the country, the new stadium will make New York City—which currently has no permanent, dedicated home for its soccer team—a national soccer capital, laying the groundwork for the next chapter in NYCFC and MLS history. This stadium represents a major opportunity to capitalize on professional soccer as a growing attraction that can bring investment and economic opportunities to New York City, as well as grow love of the sport to more New Yorkers.

The Proposed Project would bring significant long-term economic opportunity to a community that has long been underserved. The entire project is expected to generate \$6.1 billion in economic impact over the next 30 years, creating 1,550 permanent jobs and 14,200 construction jobs. Lastly, the vision for the transformation of Willets Point builds on core goals of the City as articulated in

Rebuild, Renew, Reinvent: A Blueprint for New York City's Economic Recovery and Housing
Our Neighbors: A Blueprint for Housing and Homelessness, including leveraging neighborhood
infrastructure investments to catalyze equitable community development and creating housing
opportunities in neighborhoods with strong access to jobs, transit, schools, parks, and other
amenities. *