



THE CITY OF NEW YORK
OFFICE OF THE MAYOR
NEW YORK, N. Y. 10007

Technical Memorandum for the Willets Point Development Plan FGEIS

CEQR Number 07DME014Q TM003

Adjusted Plan

November 23, 2009

A. INTRODUCTION

The Office of the Deputy Mayor for Economic Development issued a Notice of Completion for the Willets Point Development Plan Final Generic Environmental Impact Statement (FGEIS) on September 12, 2008. Under the proposed Plan, the approximately 61-acre Willets Point Development District (District) would be redeveloped with up to 8.94 million gross square feet of residential, retail, hotel, convention center, entertainment, commercial office, community facility, open space, and parking uses. The proposed Plan would result in a change to the underlying zoning of the District from an existing M3-1 district (and a small area zoned R3-2) to a C4-4 district, and would include the creation of an Urban Renewal Plan and a zoning Special District.

Subsequent to the issuance of the FGEIS, the City Planning Commission proposed several modifications to the Special Willets Point District zoning regulations. These modifications were described, and their potential for significant adverse environmental impacts examined, in a technical memorandum dated September 23, 2008 (see Appendix A), which found that there were no additional impacts due to the modifications that had not been disclosed in the FGEIS. The City Planning Commission voted in favor of the proposed Plan with those modifications on September 24, 2008.

After the City Planning Commission vote, new information became available related to: District business relocation; Phase II Environmental Site Investigations (ESIs) in the District; the amount of affordable housing to be provided in the District; and projected school and day care populations. This information was described, and its potential to result in significant adverse environmental impacts not previously identified examined, in a technical memorandum dated November 12, 2008 (see Appendix B). That technical memorandum concluded that none of the newly available information would lead to significant adverse environmental impacts that were not identified in the FGEIS.

November 23, 2009

The proposed Plan involves a number of discretionary actions, several of which have already been completed. These include: adoption of a Willets Point Urban Renewal Plan (URP); change to the underlying zoning of the District from M3-1 and R3-2 districts¹ to a C4-4 district; creation of a zoning Special District; and demapping of streets within the District. As part of the zoning map changes, E-designations for hazardous materials, noise and air quality were placed on all privately owned properties in the District. As the City acquires property, these E-designations will be replaced with Restrictive Declarations.

Over the past year, economic conditions across the nation and New York City have declined dramatically. The City has analyzed the effect of these changed conditions on the Willets Point project, and is considering the adjustment of the remediation and development plan as conceived in the FGEIS for Willets Point to better ensure that full district development is achieved despite the economic downturn.

It is anticipated that current economic conditions will make it challenging for developers to finance the acquisition and remediation of the entire Willets Point site at one time and prior to any development, as envisioned in the proposed Plan described in the FGEIS. Accordingly, the City plans to pursue an Adjusted Plan for Willets Point, which is similar to the Staged Acquisition Alternative analyzed in the FGEIS. The Adjusted Plan has the same overall development program as the proposed Plan, but includes the acquisition, remediation and development of an initial portion of the District, followed sequentially by additional sections, concluding with full District development by 2017 as described in the FGEIS.

At full build-out, this Adjusted Plan would develop the District with the same gross floor area and mix of uses as the proposed Plan (with subsequent revisions described in the prior technical memorandums) and would have the same controls on floor area ratios set forth in the provisions of the Special District zoning text that has been approved by the City Council.

As described in the New York State Department of Environmental Conservation's SEQRA regulations, 6 NYCRR §§617.9(a)(7)(i)(a), (b), and (c), and the *2001 CEQR Technical Manual*, the lead agency may require the preparation of a supplemental EIS if there are significant adverse environmental impacts not addressed or inadequately addressed in the EIS that arise from changes proposed for the project; newly discovered information; or a change in circumstances related to the project. This Technical Memorandum describes the changes proposed for the project and assesses whether these changes would result in new or different significant adverse environmental impacts not previously identified in the FGEIS.

The analysis concludes that the proposed changes would not result in significant adverse environmental impacts that were not identified in the FGEIS.

B. PROPOSED PROJECT CHANGES – ADJUSTED PLAN

The Adjusted Plan has the same overall development program as the proposed Plan described in the FGEIS and subsequent November 12, 2008 technical memorandum, which identified the need for a larger school than what was anticipated in the FGEIS. However, due to current economic conditions described above, the Adjusted Plan, compared to the Staged Acquisition Alternative, includes approximately 70 percent of development and a smaller development footprint during the first years

¹ A small area within the Willets Point Development District was included within an R3-2 district. The portion of the District that was zoned R3-2 district contains roadway connections to Northern Boulevard.

of development. As with the proposed Plan, full buildout of the Adjusted Plan is anticipated to be complete in 2017.

Figure 1 shows the area to be developed first under the Adjusted Plan. It is anticipated that lots shown in gray would be fully developed by 2013 while lots shown as striped would be remediated and graded, and would serve as temporary open space in 2013. Depending on the construction schedule that is ultimately implemented, certain segments of the District outside of the 2013 footprint would also be undergoing remediation, grading, and construction in 2013 but buildings in these sections would not be complete until after 2013. NYCEDC would require through the developer's agreement that an open space area of at least 15-feet in width be provided along the northern and eastern boundaries of the area to be developed by 2013.

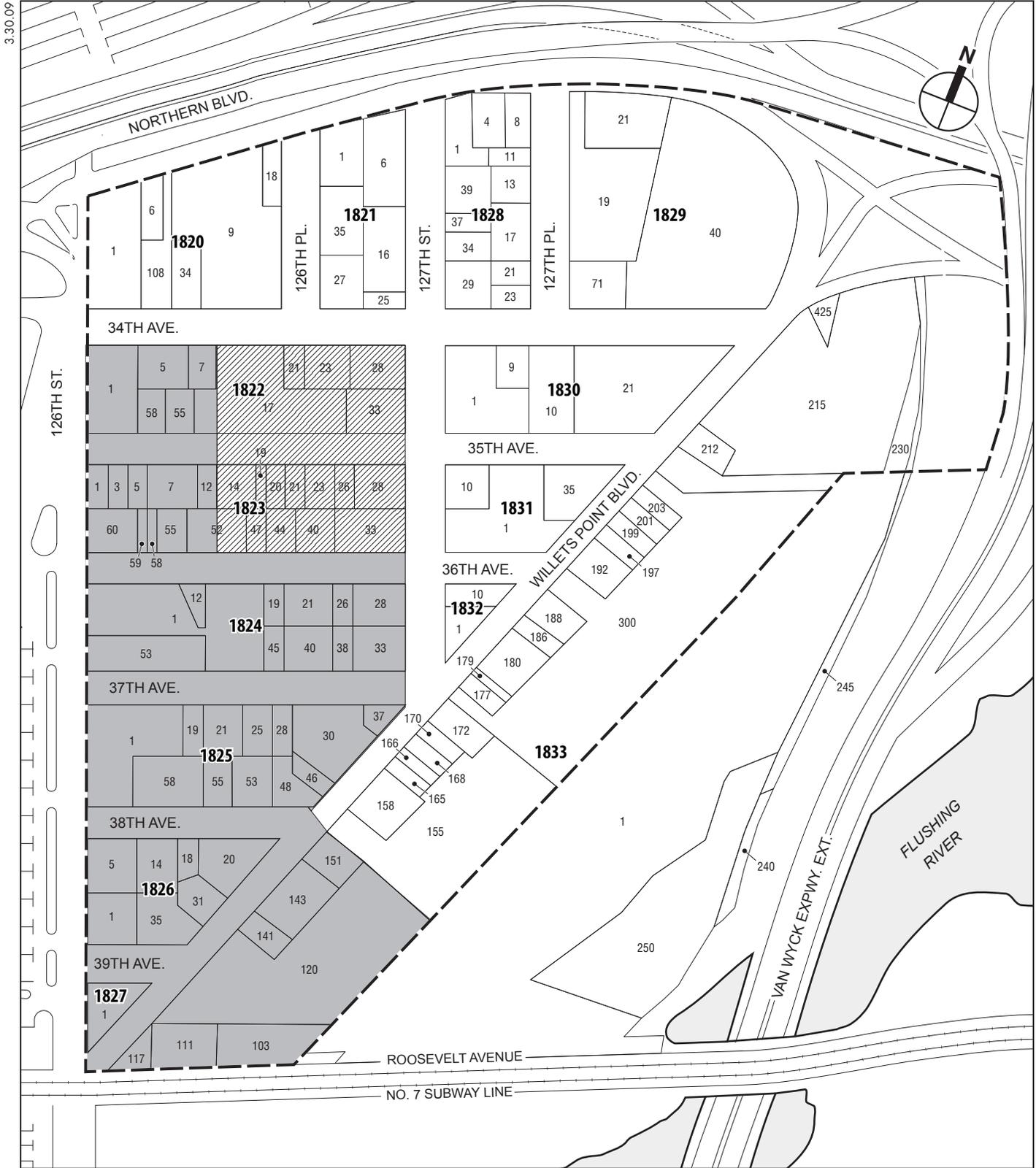
Similar to the proposed Plan described in the FGEIS, at full build-out the Adjusted Plan would include residential, retail, office, convention center, hotel, and community facility uses, as well as parking, publicly-accessible open space, a new street grid, new connections to the Van Wyck Expressway, and new public utilities within the District. Like the proposed Plan, this scenario would include 35 percent of residential units as affordable housing in both 2013 and 2017.² By 2013, under the Adjusted Plan it is anticipated that the District would contain approximately 4.02 million square feet of development, including 2,100 residential units, 980,000 square feet of retail, 430 hotel rooms, 500,000 square feet of office space, 50,000 square feet of community facility space, approximately 2.6 acres of permanent publicly-accessible open space (with an additional 4.2 acres of temporary open space), 3,400 parking spaces, and a 590-seat school (see **Table 1**). It is anticipated that a larger school would be constructed in the eastern portion of the District after 2013, which would replace the smaller interim school that would serve the District until 2013. The interim school space would subsequently be redeveloped as additional retail space.

Like the proposed Plan, the Adjusted Plan would include new connections to the Van Wyck Expressway in the northeast portion of the District. Because this development scenario would not include the early acquisition of all northern and eastern properties in the District, it is anticipated that the configuration of the new ramps would conform to the existing street network. Figures 2 and 3 show the potential configuration of the new ramps under the Adjusted Plan. The new connection to the Van Wyck Expressway would require federal (FHWA) and state (NYSDOT) approval of a Freeway Access Modification Report under both the proposed Plan and the Adjusted Plan.³

The layout of the District's street grid, with the exception of the northeastern portion of the District near the new Van Wyck connection, would be the same under the Adjusted Plan and proposed Plan. Before complete acquisition of the northern and eastern portions of the District, east-west streets would be elevated above the floodplain in the western portion of the District south of 35th Avenue,

² The FGEIS assumed that 20 percent of the proposed units would be affordable. This assumption was changed to 35 percent in the technical memorandum dated November 12, 2008 (see Appendix B).

³ In August 2009, NYCEDC submitted the Draft Access Modification Report (AMR) to the Federal Highway Administration, NY Division Office (FHWA, NY Division) and NYSDOT for review and comment. Comments on the Draft AMR were provided by FHWA, NY Division and NYSDOT in September and October 2009. NYCEDC, NYSDOT and FHWA, NY Division have conferred on the responses to comments received. The Draft AMR is currently being updated to incorporate the responses to all comments. It is anticipated that the Final AMR will be submitted to SDOT and FHWA, NY Division in December 2009 for approval.



- Willets Point Development District Boundary
- 1826** Block Number
- 14 Lot Number
- Area Redeveloped by 2013
- Area Remediated by 2013

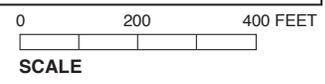
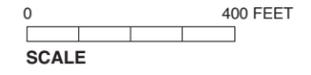


Figure 1
**Adjusted Plan -
 Area Remediated or Redeveloped by 2013**



- Willets Point Development District
- - - - Van Wyck Access Ramps
- ▨ Residential with Commercial Below
- Commercial
- Open Space
- ▨ Temporary Open Space
- Rooftop Courtyard

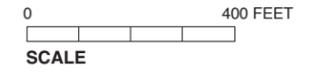
NOTE: Interim school would be located in the base of one of the buildings shown as residential with commercial below





- Willets Point Development District
- - - Van Wyck Access Ramps

- Residential
- Residential with Commercial Below
- Residential with Community Facility Below
- Commercial
- Rooftop Courtyard
- Open Space



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would be elevated above the floodplain in the western portion of the District south of 35th Avenue, and would be graded to slope down to the existing streets to the east, allowing continued access to and from any remaining businesses in the District. As northern and eastern properties are acquired and remediated, streets in those areas would be raised above the floodplain. Streets in the redeveloped western portion of the District which were constructed to slope down to existing eastern streets would be re-graded to meet the new elevated streets to the east.

**Table 1
Adjusted Plan—Program**

Use	Proposed Plan*	Adjusted Plan	
		2013	2017
Residential	5,500,000 gsf (5,500 units)	2,100,000 gsf (2,100 units)	5,500,000 gsf (5,500 units)
Retail	1,700,000	980,000	1,700,000
Office	500,000	500,000	500,000
Convention Center	400,000	0	400,000
Hotel	560,000 (700 rooms)	300,000 (430 rooms)	560,000 (700 rooms)
Community Facility	150,000 gsf	50,000	150,000 gsf
School (K-8)*	230,000 gsf (Approx. 1,540 Seats)	90,000 gsf (Approx. 590 Seats)	230,000 gsf (Approx. 1,540 Seats)
Parking Spaces**	Approx. 6,700	Approx. 3,400	Approx. 6,700
Publicly Accessible Open Space***	Minimum 8 Acres	2.6 Acres permanent; 4.2 Acres temporary	Minimum 8 Acres

Notes:
 * The capacity of the proposed school would meet the project-generated shortfall in school seats. Proposed Plan program shown in this table (1,540 seats) is larger than the school analyzed in the FGEIS (850 seats) due to updated pupil generation rates issued by the New York City School Construction Authority (SCA) after issuance of the FGEIS. See technical memorandum dated 11/12/08 for detail.
 ** The number of proposed parking spaces would be determined based on anticipated project-generated demand. Parking floor area is exempt from the gross floor area calculations, per the Special Willets Point zoning district.
 *** Approximately 4.2 acres of land would be remediated and graded but not yet redeveloped by 2013. This area would serve as temporary publicly accessible open space in 2013.

The placement of uses under the Adjusted Plan and proposed Plan would be virtually identical, with only two blocks differing in their mix of uses. The block located west of the convention center would be occupied by a mix of residential, retail, and hotel uses under the Adjusted Plan but would be all commercial under the proposed Plan. In addition, the roughly triangular block located in the southwestern portion of the District would be occupied by a hotel and retail uses under the Adjusted Plan, but would be occupied by residential and retail uses under the proposed Plan. Aside from these differences, the siting of uses is expected to be the same under the Adjusted Plan and proposed Plan.

Implementation of the Adjusted Plan would require the same discretionary actions that have already been granted under the proposed Plan, including: adoption of a URP, changes in the underlying zoning, and creation of a zoning Special District (already completed); acquisition of property (currently underway); and demapping of streets, disposition of property, and approval of business terms (not yet occurred). The new connection to the Van Wyck Expressway under the proposed Plan or this development scenario would require federal and state approval of a Freeway Access Modification Report.

The Adjusted Plan, like the proposed Plan, would utilize E-designations and Restrictive Declarations to ensure that there would be no significant adverse impacts with respect to hazardous materials, noise attenuation, and air quality (associated with the heating, ventilation, and air conditioning systems for the proposed buildings). E-designations for hazardous materials, noise and air quality have been placed on all privately owned properties in the District and as these properties are acquired by the City, the E-designations will be replaced with Restrictive Declarations. E-designations for northern and eastern properties may remain in place for a longer duration under the Adjusted Plan as compared with the proposed Plan, since they may be acquired later under the scenario.

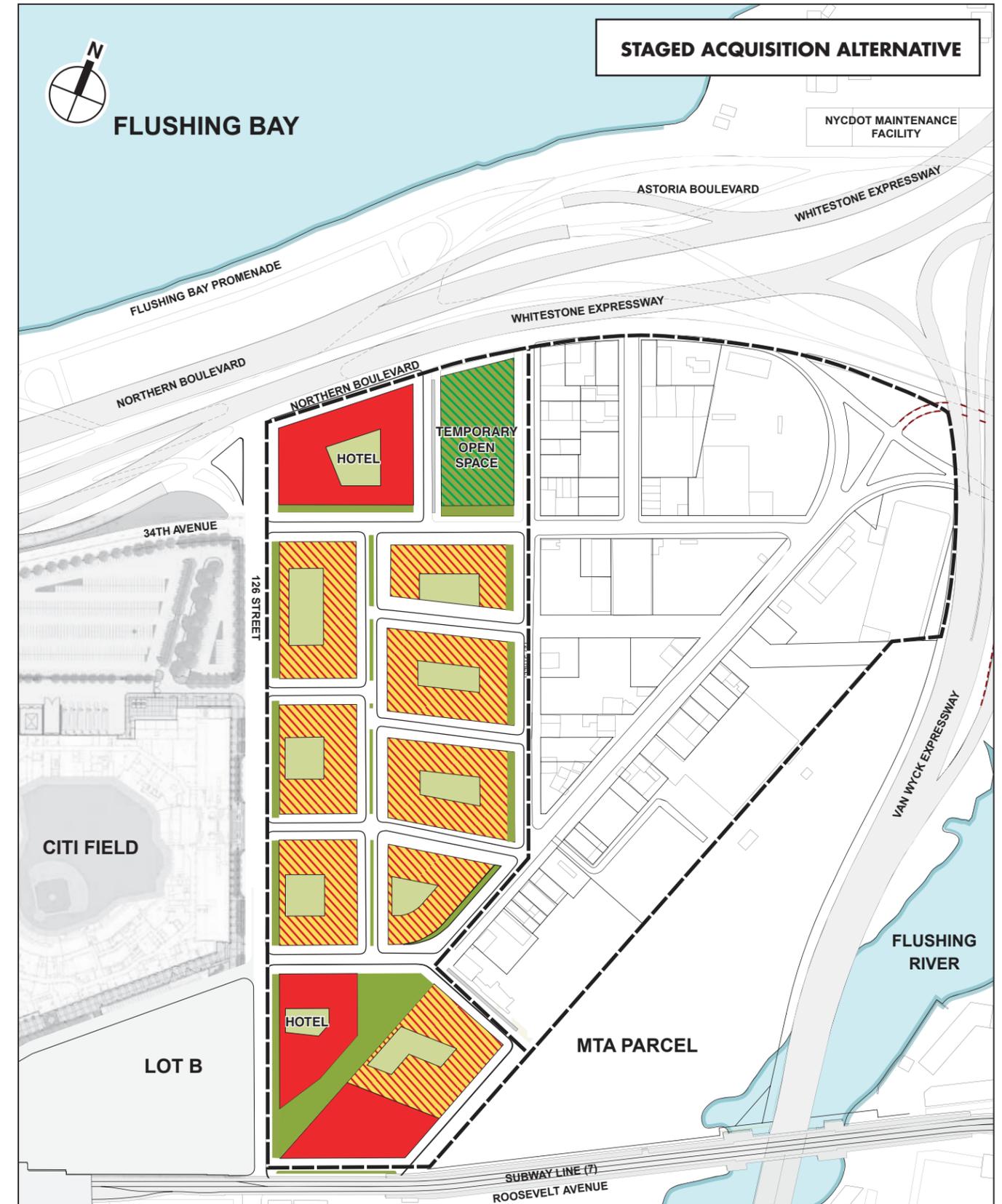
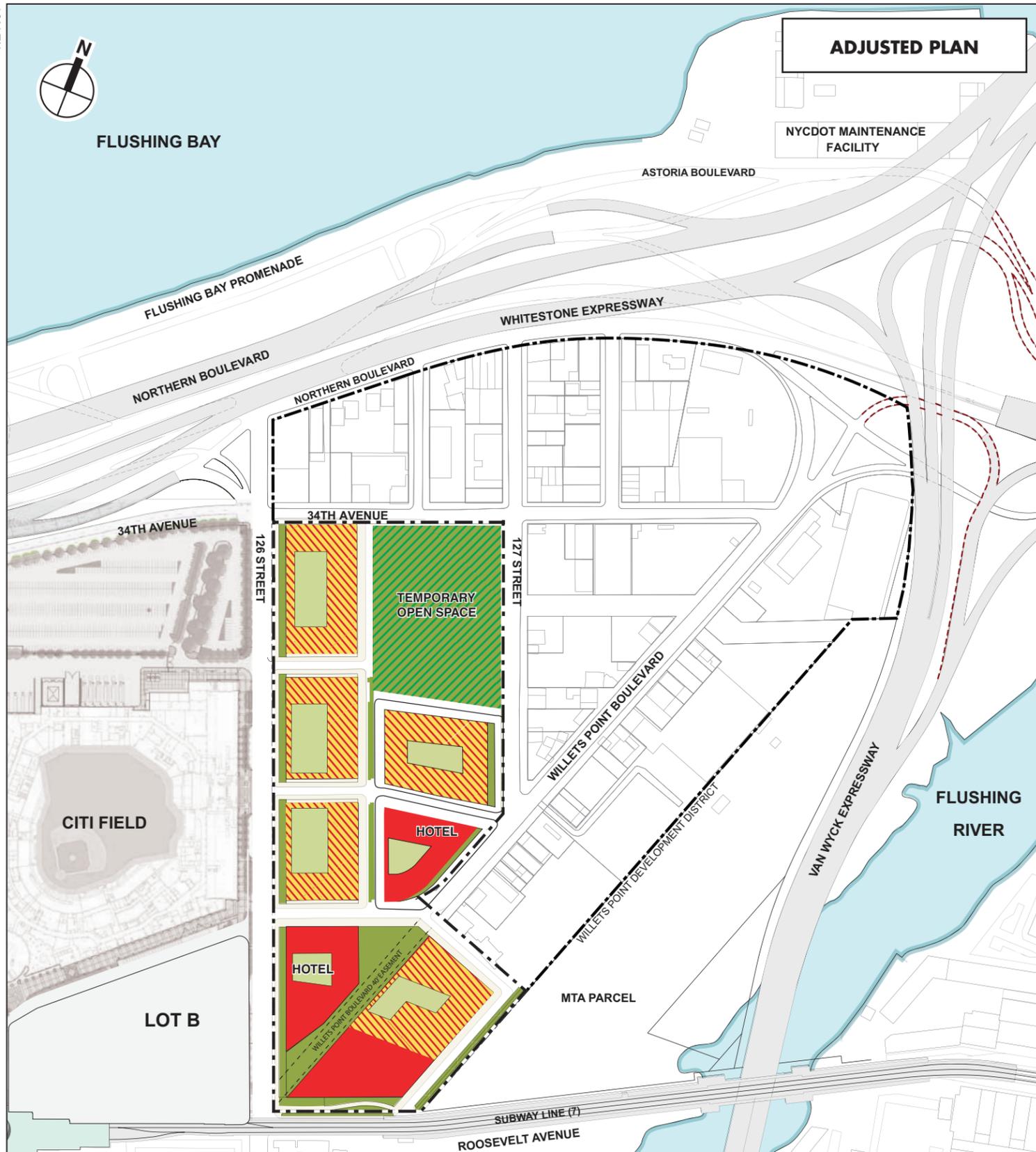
Similar to the proposed Plan, the Adjusted Plan would include emissions and noise-reduction programs during construction, which would ensure that no significant impacts on air quality or long-term noise impacts would occur during construction. The preparation and enforcement of a Health and Safety Plan (HASP) would prevent any significant adverse impacts from hazardous materials during construction.

In general, the most substantial differences between the Adjusted Plan and the proposed Plan are the approach to property acquisition and construction. While the necessary remediation, grading, and infrastructure improvements would take place across the District at the beginning stages of construction for the proposed Plan, they would occur more gradually under this scenario. This could require additional safeguards to ensure that existing hazardous materials contamination in the northern and eastern portions of the District would not migrate to the southwestern portion of the District subsequent to the remediation of these properties. It could also require a more complex stormwater management plan, since new storm systems put in place prior to 2013 would need to ensure adequate detention and discharge of stormwater in the southwestern portion of the District, and after 2013 would need to be integrated with new stormwater systems put in place on the northern and eastern portions of the site to ensure efficient District-wide stormwater management. Roadway access to the northern and eastern portions of the site would need to be maintained while the southwestern portion of the site is being developed, and until such time when the remaining properties are acquired and remediated for development under the full build-out.

C. ANALYSIS FRAMEWORK

The Willetts Point Development Plan FGEIS analyzed a Staged Acquisition Alternative, which was similar to the Adjusted Plan. Like the Adjusted Plan, the Staged Acquisition Alternative has the same overall development program as the proposed Plan, but properties would be acquired and developed over time. The primary differences between the Staged Acquisition Alternative analyzed in the FGEIS and the Adjusted Plan are the 2013 development footprint and the amount of development to take place by 2013. As shown in Figure 4, while the Staged Acquisition Alternative would have developed the entire area roughly west of 127th Street by 2013, the Adjusted Plan proposes developing only a portion of the land west of 127th Street by 2013. In terms of development program, the Adjusted Plan proposes about 70 percent of the square footage analyzed under the Staged Acquisition Alternative—4.02 million square feet of development by 2013 for the Adjusted Plan, compared to 5.77 million square feet for the Staged Acquisition Alternative (see **Table 2**).

Because the Adjusted Plan and Staged Acquisition Alternative are similar in terms of development approach (both propose more gradual acquisition and remediation of sites and both begin development in the western portion of the District) and analysis framework (both analyze



- Willets Point Development District
- Residential with Commercial Below
- Commercial
- Open Space
- Rooftop Courtyard
- Temporary Open Space

NOTE: Interim school would be located in the base of one of the buildings shown as residential with commercial below

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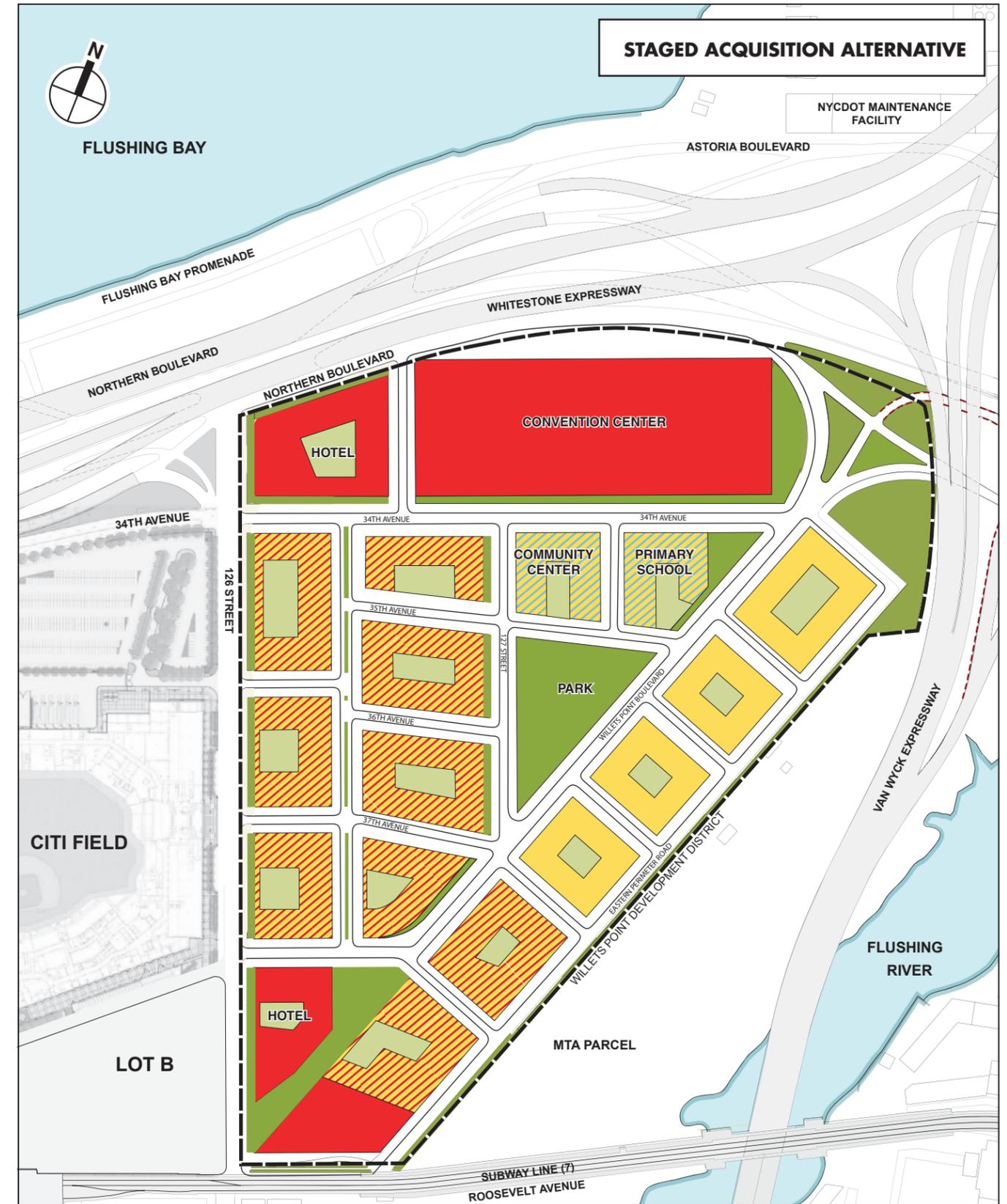
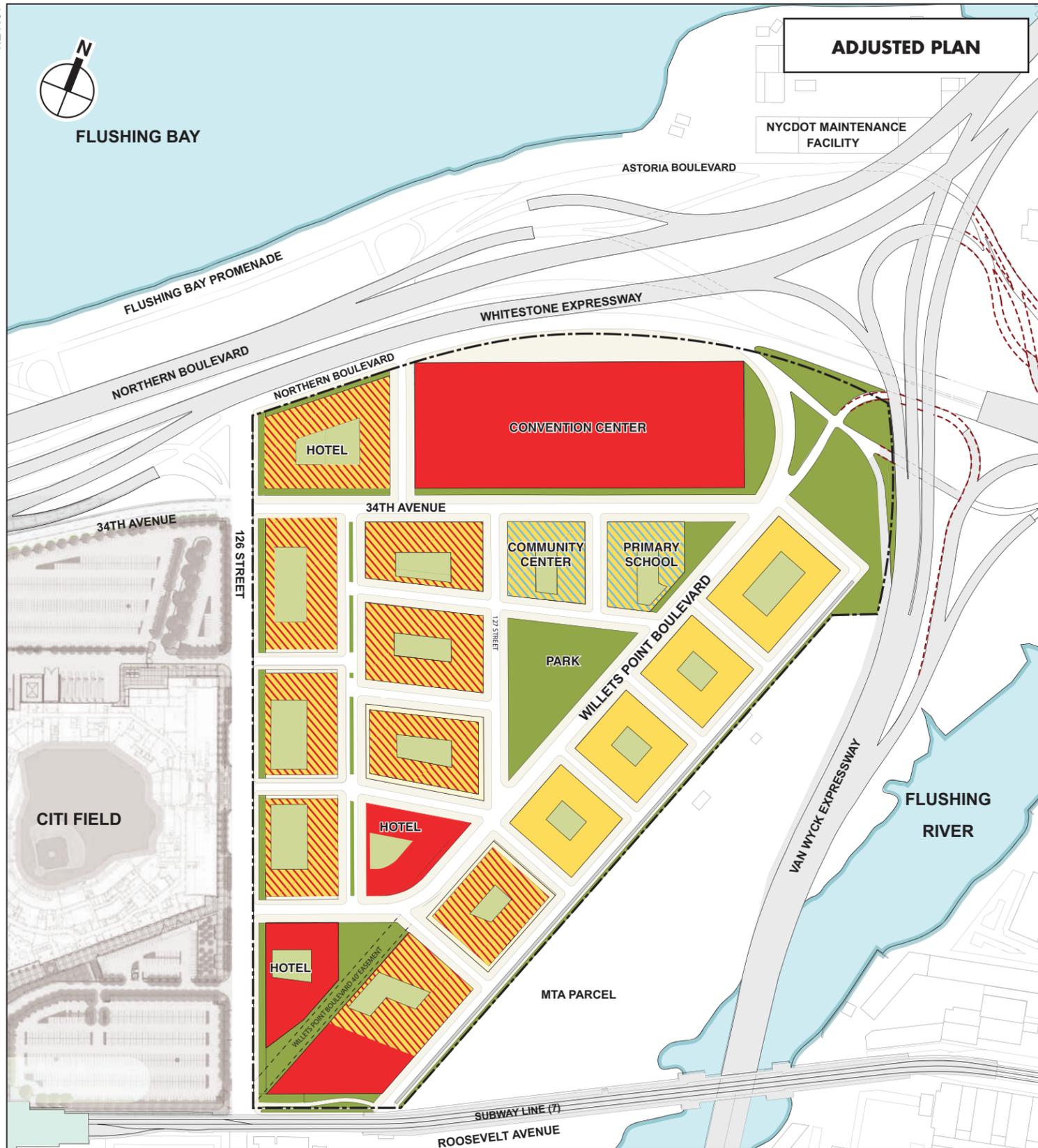
2013 as a mid-point in the proposed development timeline) their anticipated impacts would be similar. Although it was the proposed Plan, not the Staged Acquisition Alternative, that was approved by the City Planning Commission in September, 2008, the Staged Acquisition Alternative is an appropriate comparison point for the Adjusted Plan because the Staged Acquisition Alternative examines conditions under partial completion of the full-build project and the FGEIS concluded that the Staged Acquisition Alternative would not result in any significant adverse impacts that were not identified for the proposed Plan. Therefore, this technical memorandum uses the Staged Acquisition Alternative as the primary point of comparison for the Adjusted Plan.

**Table 2
Development to be Completed by 2013:
Adjusted Plan versus FGEIS Staged Acquisition Alternative**

Use	Adjusted Plan	Staged Acquisition Alternative
Residential	2,100,000 gsf (2,100 units)	3,160,000 gsf (3,160 units)
Retail	980,000	1,475,000
Office	500,000	500,000
Convention Center	0	0
Hotel	300,000 (430 rooms)	560,000 (700 rooms)
Community Facility	50,000	0
School (K-8)*	90,000 gsf (Approx. 590 Seats)	75,000 gsf (Approx. 500 seats)
Parking Spaces**	Approx. 3,400	Approx. 4,200
Publicly Accessible Open Space***	2.6 Acres permanent; 4.2 Acres temporary	3.6 Acres
Total	4,020,000	5,770,000
Notes:		
* The capacity of the proposed school would meet the project-generated shortfall in school seats. Proposed Plan program shown in this table (1,540 seats) is larger than the school analyzed in the FGEIS (850 seats) due to updated pupil generation rates issued by the New York City School Construction Authority (SCA) after issuance of the FGEIS. See technical memorandum dated 11/12/08 for detail.		
** The number of proposed parking spaces would be determined based on anticipated project-generated demand. Parking floor area is exempt from the gross floor area calculations, per the Special Willets Point zoning district.		
*** Approximately 4.2 acres of land would be remediated and graded but not yet redeveloped by 2013. This area would serve as temporary publicly accessible open space in 2013.		

The FGEIS concluded that at full buildout (2017) the environmental impacts of the Staged Acquisition Alternative and proposed Plan would be the same. Since the Adjusted Plan and Staged Acquisition Alternative would be identical in terms of build program and substantially the same in terms of site layout (see Figure 5), the operational characteristics of both developments, including activities and demand for resources, would be comparable and it can be concluded that the Adjusted Plan at full buildout would not have significant environmental impacts that were not previously disclosed in the FGEIS, and no further analysis is required.

The FGEIS concluded that impacts associated with the Staged Acquisition Alternative in 2013 would be the same or less than those described for full buildout of the proposed Plan. The primary objective of this Technical Memorandum is to describe changes between conditions in 2013 under the Adjusted Plan and the previously analyzed Staged Acquisition Alternative and to determine whether the Adjusted Plan could result in any significant adverse environmental impacts in 2013 that were not disclosed in the FGEIS.



- Willets Point Development District
- Residential with Community Facility Below
- Residential
- Residential with Commercial Below
- Commercial
- Rooftop Courtyard
- Open Space
- Temporary Open Space

NOTE: Interim school would be located in the base of one of the buildings shown as residential with commercial below

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D. ADJUSTED PLAN COMPARED WITH THE STAGED ACQUISITION ALTERNATIVE

The modifications described above would not result in any changes to certain technical areas, including: historic resources, neighborhood character, natural resources, and waterfront revitalization. For these technical areas, conditions in 2013 would be the same under the Adjusted Plan and Staged Acquisition Alternative. Therefore, no further discussion of these areas is required. All other technical areas are listed below, with a comparison of 2013 conditions under the Adjusted Plan versus the Staged Acquisition Alternative.

LAND USE

Like the Staged Acquisition Alternative, the Adjusted Plan is not expected to result in significant adverse land use, zoning or public policy impacts.

As described above, by 2013 the Adjusted Plan would result in less redevelopment than the Staged Acquisition Alternative, in terms of both program and land area. Thus, land uses in the western portion of the District would be less intensively developed with the Adjusted Plan compared with the Staged Acquisition Alternative. New construction would include 4.02 million square feet of development by 2013 for the Adjusted Plan, compared to 5.77 million square feet for the Staged Acquisition Alternative. Of the 4.02 million square feet to be developed under the Adjusted Plan, there would be 2.1 million square feet of residential use, 980,000 square feet of retail, 500,000 square feet of office space, 300,000 square feet of hotel space, 50,000 square feet of community facility space, and a 90,000 square foot school, which would be provided in the base of one of the buildings shown on Figure 2 as “residential with commercial below.” There would also be enough parking to meet project-generated demand for the Adjusted Plan (approximately 3,400 spaces), and approximately 2.6 acres of permanent publicly-accessible open space. Overall, these uses are consistent with those analyzed for the Staged Acquisition Alternative.

As with the Staged Acquisition Alternative, some portions of the District would continue to contain industrial uses in 2013, but this would be an interim condition. Similarly, certain improvements would be postponed until after 2013 in the northern and eastern portions of the District. Improvements to drainage and sanitary sewers, streets, and pedestrian amenities, remediation of hazardous materials conditions, and filling of the area to raise it above the floodplain would all be completed in the northern and eastern portions of the District after 2013. Because streets in the northern and eastern portions of the District would remain at their existing grade through 2013, during the first years of the development period streets in the western portion of the District would be graded to slope down to the existing streets to the east to allow continued access to and from all areas of the District.

In terms of land use compatibility, as with the Staged Acquisition Alternative, the new residential and other uses would not be compatible with any auto or industrial uses that may remain in other parts of the District. However, as shown in Figure 4, the redeveloped area would be buffered from any remaining businesses in the rest of the District by streets and passive open space areas. Compared with the Staged Acquisition Alternative, the Adjusted Plan in 2013 would provide a wider open space buffer between portions of the redeveloped area and remainder of the District.

For zoning and public policy, all of the same actions needed for the Staged Acquisition Alternative would be necessary to implement the Adjusted Plan; therefore the Adjusted Plan,

like the Staged Acquisition Alternative, would have no significant adverse zoning or public policy impacts.

The effects of the Adjusted Plan on land use, zoning, and public policy in 2017 would be the same as described in the FGEIS for the Staged Acquisition Alternative in 2017.

SOCIOECONOMIC CONDITIONS

Like the Staged Acquisition Alternative, the Adjusted Plan would not result in any significant adverse socioeconomic impacts. The socioeconomic effects of the Adjusted Plan would be the same as those identified for the Staged Acquisition Alternative, except that the number of businesses and employees displaced from portions of the District that are fully redeveloped or remediated by 2013 would be less under the Adjusted Plan, due to the smaller 2013 development footprint. By 2013, an estimated 676 employees would be displaced from the southwestern portion of the District, compared with the 888 employees that would be displaced by 2013 under the Staged Acquisition Alternative. As described above, in 2013 there would be remediation, grading, and construction activity underway in segments of the District outside of the area to be redeveloped by 2013. Businesses currently located on these properties would also be displaced by 2013. By 2017, the effects of the Adjusted Plan on socioeconomic conditions would be the same as described in the FGEIS for the Staged Acquisition Alternative.

COMMUNITY FACILITIES

The FGEIS analysis of the Staged Acquisition Alternative concluded that a 75,000 square foot (500-seat) interim school would be constructed by 2013 to address the demand that would result from 3,160 units of housing. Based on the updated pupil generation rates issued by the New York City School Construction Authority (SCA) after issuance of the FGEIS, is anticipated that the Adjusted Plan would introduce approximately 590 elementary and approximately 250 middle school students to the District by 2013.⁴ Intermediate schools within the one-mile study area and CSD 25 would have excess capacity to accommodate the intermediate school students introduced by the Adjusted Plan. However, elementary schools in the one-mile study area would be operating at 117 percent capacity in 2013 without the Adjusted Plan. Therefore, a 590-seat (approximately 90,000 gsf) interim school would be provided within the District to accommodate the project-generated shortfall in 2013. This school would be located in the base of one of the five buildings shown as residential with commercial below on Figure 2. Similar to the Staged Acquisition Alternative, under the Adjusted Plan, a larger 1,540-seat school or schools (approximately 230,000 gsf) would replace the interim school by 2017 and the interim school would be redeveloped with retail uses.

Like the Staged Acquisition Alternative, the Adjusted Plan could result in a significant adverse impact on day care facilities in 2013. The low- to moderate-income housing units anticipated could increase a net shortage of publicly funded child care slots beyond the *CEQR Technical Manual* threshold for an adverse impact. Therefore, should this occur, the Adjusted Plan would require as part of the developer's agreement that a future developer consult with the New York City Administration for Children's Services (ACS) to determine the most appropriate way to meet demand for day care services generated by development in the District.

⁴ Based on updated pupil generation rates issued by the New York City School Construction Authority (SCA) after issuance of the FGEIS. See technical memorandum dated November 12, 2008 for detail (see Appendix B).

By 2017, the effects of the Adjusted Plan on community facilities would be the same as described in the FGEIS for the Staged Acquisition Alternative.

OPEN SPACE

The Special District regulations would require for the Adjusted Plan, as for the Staged Acquisition Alternative, minimum-sized public access areas at various locations within the District, and ensure that public access areas are developed in conjunction with the surrounding development by stipulating the dimensions of public access areas that must be provided along with certain developments (e.g., with developments or enlargements at least 100,000 square feet in size and on zoning lots of at least 200,000 square feet). The Adjusted Plan would meet these requirements by providing approximately 6.8 acres of open space by 2013, 4.2 acres of which would be temporary open space situated on land that would be remediated but not yet redeveloped by 2013. This temporary open space would remain in place until the permanent park west of Willetts Point Boulevard has been completed.

As described in the FGEIS, open space ratios with the Staged Acquisition Alternative in 2013 would decline from background conditions in 2013, but all ratios would remain well above the recommended guidelines. The Adjusted Plan includes less development (therefore smaller new worker and residential populations) and more open space than the Staged Acquisition Alternative in 2013. Therefore, open space ratios in 2013 with the Adjusted Plan would be higher than those described in the FGEIS for the Staged Acquisition Alternative and there would be no potential for significant adverse impact.

By 2017, the effects of the Adjusted Plan on open space would be the same as described in the FGEIS for the Staged Acquisition Alternative.

SHADOWS

Similar to the Staged Acquisition Alternative, the Adjusted Plan would be subject to the bulk regulations set forth in the URP and Special District text, and height limits across most of the District would be determined by the distance from LaGuardia Airport. Buildings constructed would range in maximum height from approximately 60 feet to 218 feet above ground level. Under the Adjusted Plan, there would be fewer buildings constructed by 2013 compared to the Staged Acquisition Alternative. Therefore, incremental shadows with the Adjusted Plan would be substantially the same or less than those with the Staged Acquisition Alternative, and while some incremental shadow may be cast onto Flushing Bay, the Flushing Bay Promenade, and the Flushing River in some seasons, there would not be a significant adverse shadow impact. Therefore, as with the Staged Acquisition Alternative, the Adjusted Plan would not have significant adverse shadow impacts in 2013. By 2017, the effects of the Adjusted Plan on shadows would be the same as described in the FGEIS for the Staged Acquisition Alternative.

URBAN DESIGN

Like the Staged Acquisition Alternative, the Adjusted Plan would partially improve the urban design and general appearance of the District. Some of the primarily automotive and industrial buildings would be replaced by new mixed-use buildings of various heights, and the Adjusted Plan would introduce active uses that would increase the vitality of the District and increase pedestrian traffic. There would also be new streets and streetscape elements, open space, and pedestrian elements. However, these would be reduced with the Adjusted Plan since the area that would be redeveloped or fully remediated by 2013 would be smaller than under the Staged Acquisition Alternative. Similarly, beneficial changes in land use would be somewhat less than

under the Staged Acquisition Alternative in 2013, since the Adjusted Plan would have fewer buildings and less intensive redevelopment. There would be a noticeable contrast between the redeveloped portion of the District and any areas where industrial uses remain. Nonetheless, there would still be substantial improvements compared to future conditions without the Adjusted Plan, and there would not be any significant adverse impacts.

As described above, the Adjusted Plan would include new connections to the Van Wyck Expressway in the northeastern portion of the District. Neither the Adjusted Plan nor the Staged Acquisition Alternative would include the early acquisition of eastern properties in the District. Therefore, under either scenario, it is anticipated that the configuration of the new ramps would conform to the existing street network. Like the Staged Acquisition Alternative, the Adjusted Plan would create a new street pattern and new block forms in the area to be redeveloped by 2013. As shown in Figure 4, the street pattern and block forms in the area to be developed by 2013 under the Adjusted Plan would be the same as under the Staged Acquisition Alternative, with the exception of the area occupied by temporary open space in the Adjusted Plan. Under the Staged Acquisition Alternative, this block would be divided into two by 2013 and occupied by mixed use buildings. Under the Adjusted Plan, the block would be divided into two and built out after 2013, with the same block form and street configuration as shown for the Staged Acquisition Alternative.

As described above, like the Staged Acquisition Alternative, buildings in the Adjusted Plan would be subject to the URP, Special District text, and height limits due to the District's proximity to LaGuardia Airport.

Neither the Adjusted Plan nor the Staged Acquisition Alternative would have a significant adverse impact on visual resources. Neither would adversely affect views to or from Flushing Bay, the Flushing Bay Promenade, or views to the 1964 World's Fair structures in Flushing Meadows-Corona Park.

By 2017, the effects of the Adjusted Plan on urban design would be the same as described in the FGEIS for the Staged Acquisition Alternative.

HAZARDOUS MATERIALS

Groundwater sampling from public streets within the District confirmed that contamination is present. Given the presence of this groundwater contamination and the historic uses within the District, contamination is expected to be widespread on private properties. Like the Staged Acquisition Alternative, the Adjusted Plan would utilize E-designations and Restrictive Declarations to ensure that there would be no significant adverse impacts with respect to hazardous materials. As described earlier, E-designations have been placed on all privately owned properties in the District, and as they are acquired by the City, the E-designations will be replaced with Restrictive Declarations. E-designations for eastern and northern properties would remain in place for a longer duration under the Adjusted Plan as compared with the proposed Plan, since they would be acquired later under this scenario. While it is not anticipated that private properties will be redeveloped on an individual basis, if such redevelopment were to occur, it would be subject to the E-designations, which would ensure that remediation would take place under New York City Department of Environmental Protection (DEP) oversight. With these measures in place, as with the Staged Acquisition Alternative, there would be no significant adverse hazardous materials impacts.

Similar to the Staged Acquisition Alternative, since remediation activities would occur incrementally under the Adjusted Plan, certain safeguards may be required to ensure that

existing hazardous materials contamination on the eastern and northern portions of the District would not migrate to the southwestern portion of the District subsequent to the remediation of these properties. These safeguards could include installation of sheeting or low permeability barriers along portions of the boundary between the remediated and unremediated portions of the District.

INFRASTRUCTURE

WATER SUPPLY

Like the Staged Acquisition Alternative, under the Adjusted Plan in 2013, new local water supply distribution lines would be provided to the blocks in the southwestern portion of the District, and uses in the northern and eastern portions of the District would continue to be served by existing supply lines. As with the Staged Acquisition Alternative, the existing 72-inch PRCP water main within Willetts Point Boulevard would remain in place and the developer would provide a permanent easement mapped on the City map, in order to provide acceptable access to the existing main.

Water demand would be less in 2013 under the Adjusted Plan compared to the Staged Acquisition Alternative since the amount of development anticipated would be less. Therefore, like the Staged Acquisition Alternative, demand for water in 2013 would not overburden the City's water supply system or significantly affect the water supply infrastructure outside the District. By 2017, the effects of the Adjusted Plan on water supply would be the same as described in the FGEIS for the Staged Acquisition Alternative and there would be no significant adverse impact on the water supply system.

SANITARY SEWAGE

The analysis of 2013 conditions under the Staged Acquisition Alternative concluded that sanitary sewage from the 2013 development could not be accepted by the existing 37th Avenue pump station, which currently operates at its capacity. Therefore, a new pump station would need to be constructed (most likely within the District), along with a force main to connect the District to the combined sewer in 108th Street. This new force main route would cross beneath 126th Street and the Grand Central Parkway. Although the amount of sanitary sewage generated by the Adjusted Plan would be less in 2013 than the amount generated by the Staged Acquisition Alternative, the new pump station and force main would still need to be constructed, and this infrastructure would need to be sized sufficiently to accommodate the sanitary flows of the entire redeveloped District.

The FGEIS concludes that the frequency of Combined Sewer Overflow (CSO) events would not increase in either 2013 or full buildout with the Staged Acquisition Alternative. Therefore, the smaller amount of development and additional acres of open space proposed by 2013 under the Adjusted Plan would also not increase the frequency of CSO events.

By 2017, the effects of the Adjusted Plan on sanitary sewage would be the same as described in the FGEIS for the Staged Acquisition Alternative; neither would have a significant adverse impact on the sanitary sewer system.

STORMWATER

As with the Staged Acquisition Alternative, with the Adjusted Plan, the developer would be required to prepare and implement a site stormwater management plan, to be reviewed and approved by DEP prior to commencement of construction. The stormwater management plan

would be implemented in stages, with implementation in the southwestern portion of the District by 2013 and implementation in the remainder of the District by 2017. This plan would specify Best Management Practices and sustainable design features to be incorporated in the project, such as graywater recycling for individual building sites, green roofs, blue roofs, decorative wet ponds, detention dry ponds, vegetated swales, and other measures. Such measures would help limit and contain stormwater flow.

The current stormwater conveyance system is insufficiently sized, which results in uncontrolled and untreated runoff and street flooding. As with the Staged Acquisition Alternative, the Adjusted Plan would require construction of a new stormwater conveyance system, including piping, sustainable design features, and an adequately-sized detention tank or equivalent means to accommodate the stormwater that is beyond the discharge capacity of the two storm water outfalls serving the District. The analysis of 2013 conditions under the Staged Acquisition Alternative concludes that approximately 1.8 acre-feet of detention would be required to regulate stormwater flows from the western portion of the District to the existing outfall on 126th Street. Because the land area to be developed by 2013 would be smaller under the Adjusted Plan compared to the Staged Acquisition Alternative, the amount of detention required by 2013 would be less than 1.8 acre-feet. Similar to the Staged Acquisition Alternative, flooding may continue in the undeveloped portions of the District until implementation of the District-wide stormwater management features that would be in place by 2017. By 2017, the effects of the Adjusted Plan on stormwater would be the same as described in the FGEIS for the Staged Acquisition Alternative, and no significant adverse impacts due to stormwater would occur.

SOLID WASTE

The municipal solid waste and sanitation services that serve the District would have adequate capacity to meet the projected increases in demand from the Staged Acquisition Alternative in 2013 and therefore would also have capacity to meet the increases in demand from the smaller Adjusted Plan in 2013.

Like the Staged Acquisition Alternative, the Adjusted Plan in 2013 would directly displace Crown Container, a waste transfer facility located in the northwestern portion of the District. As described in the FGEIS, this displacement would not have a significant adverse impact on the waste and sanitation services in Queens or New York City because the permitted capacity of Crown Container is small, approximately 3 percent of the City construction and demolition capacity⁵, and the waste generated at that facility could be absorbed at other facilities.

The FGEIS indicates that Tully Environmental, a second waste transfer business located in the eastern portion of the District, would not be displaced in 2013 under the Staged Acquisition Alternative. Under the Adjusted Plan, Tully Environmental may be displaced by 2013. Depending on the construction schedule that is ultimately formulated for buildout of the eastern portion of the District, the lots on which Tully Environmental currently operate may be under remediation or construction in 2013. However, regardless of the timing of this displacement, it would not result in a significant adverse impact. As indicated in the FGEIS, the North Shore Marine Transfer Station (MTS) to be located to the east of the District in the College Point section of Queens, will have the capacity to process the waste currently handled by Tully. If Tully were displaced from the District before the North Shore MTS became operational, DSNY

⁵ http://www.nylpi.org/pub/Distribution___Capacities_of_Solid_Waste_Transfer_Stations.pdf (November 2007).

waste currently processed by Tully would temporarily be transported to facilities in New Jersey in DSNY trucks.

ENERGY

Like the Staged Acquisition Alternative, the Adjusted Plan would increase demands on electricity and gas. However, relative to the capacity of these systems and the current levels of service within New York City, these increases in demand would be insignificant in both instances. Similar to the Staged Acquisition Alternative, improvements would be made to the local electric and gas distribution grids that would ensure proper service, but would be less extensive in 2013 under the Adjusted Plan.

In any case, new demands for energy are not expected to result in a significant adverse impact on the supplies of electricity and gas in the region or the City as a whole, and with the future improvements to the distribution network, no significant adverse impact would occur locally with respect to electrical or gas utilities.

By 2017, the effects of the Adjusted Plan on energy would be the same as described in the FGEIS for the Staged Acquisition Alternative.

TRAFFIC AND PARKING

The volume of vehicle trips expected to be generated by the Adjusted Plan in 2013 was developed using the same trip generation and modal split factors assumed for the proposed Plan and the Staged Acquisition Alternative. A summary of the projected vehicle trips for the Adjusted Plan in 2013 is provided in **Table 3**.

Table 3
Projected Vehicle Trips under the Adjusted Plan in 2013

Peak Hour	Mode	In	Out	Total
Weekday AM	Auto	928	591	1,519
	Taxi	45	45	90
	Delivery	52	52	104
	Total Vehicle Trips	1,025	688	1,713
Weekday Midday	Auto	1,209	1,024	2,233
	Taxi	84	84	168
	Delivery	61	61	122
	Total Vehicle Trips	1,354	1,169	2,523
Weekday PM	Auto	1,199	1,631	2,830
	Taxi	110	110	220
	Delivery	7	7	14
	Total Vehicle Trips	1,316	1,748	3,064
Weekday Pre-game	Auto	1,111	966	2,077
	Taxi	97	97	194
	Delivery	6	6	12
	Total Vehicle Trips	1,214	1,069	2,283
Saturday Midday	Auto	1,503	1,321	2,824
	Taxi	169	169	338
	Delivery	7	7	14
	Total Vehicle Trips	1,679	1,497	3,176
Saturday Pre-game	Auto	1,155	1,033	2,188
	Taxi	131	131	262
	Delivery	7	7	14
	Total Vehicle Trips	1,293	1,171	2,464
Saturday Post-game	Auto	939	1,041	1,980
	Taxi	128	128	256
	Delivery	0	0	0
	Total Vehicle Trips	1,067	1,169	2,236

In 2013, the numbers of vehicle trips generated as a result of the Adjusted Plan would be fewer than those projected for the Staged Acquisition Alternative because the Adjusted Plan would include fewer square feet of traffic-generating uses. The Adjusted Plan would generate 1,713, 2,523, 3,064, 2,283, 3,176, 2,464, and 2,236 total vehicle trips during the weekday AM, midday, PM, and pre-game, and Saturday midday, pre-game, and post-game analysis peak hours, respectively.

Compared to the Staged Acquisition Alternative in 2013, the Adjusted Plan in 2013 would generate 23, 30, 28, 32, 33, 32, and 30 percent fewer vehicle trips during the weekday AM, midday, PM, and pre-game, and Saturday midday, pre-game, and post-game analysis peak hours, respectively.

Because the Adjusted Plan would generate fewer vehicle trips than the Staged Acquisition Alternative in 2013, it is expected that impacts associated with the Staged Acquisition Alternative in 2013 would either be eliminated or would remain but would be less severe. No new traffic impacts are expected as a result of the Adjusted Plan. By 2017, the effects of the Adjusted Plan on traffic and parking would be the same as described in the FGEIS for the Staged Acquisition Alternative.

As with the Staged Acquisition Alternative, the traffic mitigation measures for 2013 with the Adjusted Plan would be similar to those identified in the FGEIS for the full buildout. In order to verify the need and effectiveness of the mitigation measures proposed in the FGEIS, the lead agency would develop and conduct a detailed traffic monitoring plan for the Adjusted Plan in both 2013 and 2017. The traffic monitoring plan would determine whether actual future Build conditions resulted in significant traffic impacts and verify the need for mitigation measures identified in the FGEIS or similar measures recommended in the traffic monitoring plan. The lead agency would submit for a scope of work to New York City Department of Transportation (NYCDOT) for their review and approval; the scope of work would include all locations where significant traffic impacts have been identified in the FGEIS and any locations analyzed in the FGEIS where NYCDOT believes improvement measures may be warranted. Data collection conducted for the monitoring plan would include 24-hour Automatic Traffic Recorder machine counts, manual turning movement counts, vehicle classification counts, pedestrian counts, intersection geometry and field information, signal timing and signal progression and any relevant information necessary for conducting the traffic monitoring plan. In the areas where parking prohibitions would be needed to mitigate significant impacts, such as Downtown Flushing and Corona, curbside utilization surveys would be conducted to determine the number of vehicles that would be displaced and where the displaced vehicles would be accommodated. Additionally, the traffic monitoring program would include an origin-destination survey performed for the destination retail component of the project. The traffic monitoring program would also include intersection capacity, level of service analyses and signal progression analyses.

The lead agency would submit to NYCDOT design drawings for any mitigation measures as per American Association of State Highway and Transportation Officials and NYCDOT specifications. NYCDOT would participate in the review process relating to all future modifications to geometric alignment, striping and signage during the preliminary and final design phases. In addition, the lead agency or future developer would be responsible for any cost associated with the monitoring effort as well as the design and construction of any or all improvement measures identified in the FGEIS or through the traffic monitoring plan as warranted due to project-generated traffic.

TRANSIT

As summarized in **Table 4**, the Adjusted Plan would generate 3,349, 4,834, 4,931, 3,717, 5,005, 4,009, and 3,720 total pedestrian trips during the weekday AM, midday, PM, and pre-game, and Saturday midday, pre-game, and post-game analysis peak hours, respectively. Compared to the Staged Acquisition Alternative in 2013, the Adjusted Plan in 2013 would generate approximately 18, 19, 25, 27, 30, 27, and 23 percent fewer total person trips during the weekday AM, midday, PM, and pre-game and Saturday midday, pre-game, and post-game peak hours, respectively. Specifically, it would generate 24, 29, 29, 30, 31, 28, and 25 percent fewer subway trips and 21, 27, 29, 31, 33, 31, and 29 percent fewer bus trips than would the Staged Acquisition Alternative in 2013 during the weekday AM, midday, PM, and pre-game, and Saturday midday, pre-game, and post-game peak hours. At the pedestrian locations analyzed in the FGEIS, the Adjusted Plan in 2013 would generate 11, 5, 19, 21, 23, 18, and 14 percent fewer pedestrian trips than the Staged Acquisition Alternative during the weekday AM, midday, PM, and pre-game and Saturday midday, pre-game and post-game peak hours, respectively.

Table 4
Projected Transit and Pedestrian Trips under the Adjusted Plan in 2013

Peak Hour	Mode	In	Out	Total
Weekday AM	Subway	585	751	1,336
	Bus	405	285	690
	Walk	736	587	1,323
	Total Pedestrian Trips	1,726	1,623	3,349
Weekday Midday	Subway	744	651	1,395
	Bus	677	579	1,256
	Walk	1,091	1,092	2,183
	Total Pedestrian Trips	2,512	2,322	4,834
Weekday PM	Subway	1,039	1,010	2,049
	Bus	640	798	1,438
	Walk	644	800	1,444
	Total Pedestrian Trips	2,323	2,608	4,931
Weekday Pre-game	Subway	940	674	1,614
	Bus	586	535	1,121
	Walk	525	457	982
	Total Pedestrian Trips	2,051	1,666	3,717
Saturday Midday	Subway	928	805	1,733
	Bus	864	802	1,666
	Walk	876	730	1,606
	Total Pedestrian Trips	2,668	2,337	5,005
Saturday Pre-game	Subway	721	642	1,363
	Bus	653	567	1,220
	Walk	748	678	1,426
	Total Pedestrian Trips	2,122	1,887	4,009
Saturday Post-game	Subway	599	685	1,284
	Bus	473	539	1,012
	Walk	666	758	1,424
	Total Pedestrian Trips	1,738	1,982	3,720

Because the Adjusted Plan would generate fewer subway, bus, and pedestrian trips than the Staged Acquisition Alternative in 2013, it is expected that some impacts associated with the Staged Acquisition Alternative in 2013 would be eliminated while other impacts would remain but would be less severe. For example, bus line haul impacts would require fewer additional buses to mitigate and crosswalk impacts would require less widening to mitigate.

By 2017, the effects of the Adjusted Plan on transit and pedestrians would be the same as described in the FGEIS for the Staged Acquisition Alternative.

AIR QUALITY

MOBILE SOURCES

The analysis of 2013 conditions under the Staged Acquisition Alternative concludes that there would be no significant adverse air quality impacts from mobile sources, as traffic generated in 2013 would be less than at full build-out and no significant adverse air quality impacts were anticipated at full build-out. Since traffic generated in 2013 by the Adjusted Plan would be less than anticipated for the Staged Acquisition Alternative, there would be no potential for significant adverse air quality impacts due to mobile sources. By 2017, the effects of the Adjusted Plan on air quality due to mobile sources would be the same as described in the FGEIS for the Staged Acquisition Alternative.

PARKING FACILITIES

Similar to the Staged Acquisition Alternative, parking facilities developed under the Adjusted Plan by 2013 would be smaller than the conceptual convention center garage discussed in Chapter 19, "Air Quality" of the FGEIS. The FGEIS analysis concluded that the conceptual convention center garage would have no significant air quality impact. Therefore, the smaller garages introduced by 2013 under the Adjusted Plan also would not result in any adverse significant air quality impacts. By 2017, the effects of the Adjusted Plan on air quality due to parking facilities would be the same as described in the FGEIS for the Staged Acquisition Alternative.

HVAC SYSTEMS

Due to the smaller development program, fewer HVAC sources would be in operation in 2013 under the Adjusted Plan compared to the Staged Acquisition Alternative. At the same time, restrictions on HVAC fuel use and exhaust stack placement would be the same, and the E-designations and/or restrictive declarations placed on the District properties would preclude the potential for significant adverse impacts to air quality under both the Adjusted Plan and Staged Acquisition Alternative. By 2017, the effects of the Adjusted Plan on air quality due to HVAC systems would be the same as described in the FGEIS for the Staged Acquisition Alternative.

INDUSTRIAL SOURCES

The analysis of 2013 conditions under the Staged Acquisition Alternative concludes that there would be no significant adverse air quality impacts from existing industrial and auto businesses that could continue to operate on the eastern portion of the site. Therefore, under the Adjusted Plan the businesses analyzed under the Staged Acquisition Alternative would not result in significant adverse air quality impacts. Under the Adjusted Plan, on the western portion of the site that would be developed or remediated by 2013 no existing businesses would remain. In addition, the area that would be remediated by 2013 would serve as a buffer zone, separating new development from any industrial and auto business emission sources that may remain in the District in 2013. There would be no business with a DEP air emission permit located within 400 feet of the area to be redeveloped by 2013. Crown Container, a construction and demolition waste processing facility, is currently permitted by DSNY to operate on a lot that would be vacated and remediated by 2013. Although Crown container has an office located within 400 feet north of the area that would be redeveloped by 2013, waste processing operations are not permitted on that site.

Therefore, like the Staged Acquisition Alternative, the Adjusted Plan would not be expected to result in any significant adverse air quality impacts from industrial sources. By 2017, the effects of the Adjusted Plan on air quality due to industrial sources would be the same as described in the FGEIS for the Staged Acquisition Alternative.

NOISE

MOBILE SOURCES

No significant adverse noise impacts were identified for the Staged Acquisition Alternative in 2013. Traffic generated by the Adjusted Plan in 2013 would be less than that anticipated for the Staged Acquisition Alternative. Therefore, the magnitude of noise increases due to mobile sources would be expected to be less as well. Any change in mobile source noise conditions associated with the Adjusted Plan would be barely perceptible and insignificant according to CEQR criteria, and the Adjusted Plan would not have significant adverse mobile source noise impacts. By 2017, the effects of the Adjusted Plan on noise due to mobile sources would be the same as described in the FGEIS for the Staged Acquisition Alternative.

MECHANICAL EQUIPMENT

As with the Staged Acquisition Alternative, building mechanical systems for the Adjusted Plan (e.g., heating, ventilation, and air conditioning systems) would be designed to satisfy Building Code regulations for isolation of mechanical noise from residences, and the mechanical equipment would be designed so as not to result in a significant impact on nearby residences. By 2017, the effects of the Adjusted Plan on noise due to mechanical equipment would be the same as described in the FGEIS for the Staged Acquisition Alternative.

ATTENUATION REQUIREMENTS

Under both the proposed Plan and Staged Acquisition Alternative, buildings proposed to be constructed along the western side of 127th Street (the eastern boundary of the area to be constructed by 2013 under the Staged Acquisition Alternative) would require 37 dBA of window/wall attenuation for residential uses or 35 dBA for commercial uses. The FGEIS analysis concluded that these high levels of attenuation would likely be sufficient to ensure acceptable interior noise levels even during the temporary condition between 2013 and 2017 when those buildings may be located adjacent to existing industrial uses. Under the Adjusted Plan, the northern boundary of the area to be redeveloped by 2013 shifts south of 34th Avenue. However, as shown in Figures 6 and 7 (described below under Construction) it is likely that by 2013, remediation and possibly construction will have commenced on properties north of 34th Avenue. Therefore, new buildings located along the northern Adjusted Plan development boundary would face noise from construction activity but no additional noise from industrial uses, as compared to what was analyzed in the FGEIS. Because the construction noise would be limited in duration, the building attenuation levels specified in Table G-4 of Appendix G of the FGEIS would remain sufficient to avoid significant adverse noise impacts.

CONSTRUCTION

Figure 6 and **Table 5** show the conceptual construction schedule for the Adjusted Plan. It is anticipated that site clearance and remediation for the Adjusted Plan would start in the second quarter of 2010 and would continue sequentially through the end of 2015. At that time the soils and groundwater would be remediated to NYSDEC standards, and the grading and infrastructure would be completed. By the end of 2013, buildings on sites A1 through A5 and sites A9 and

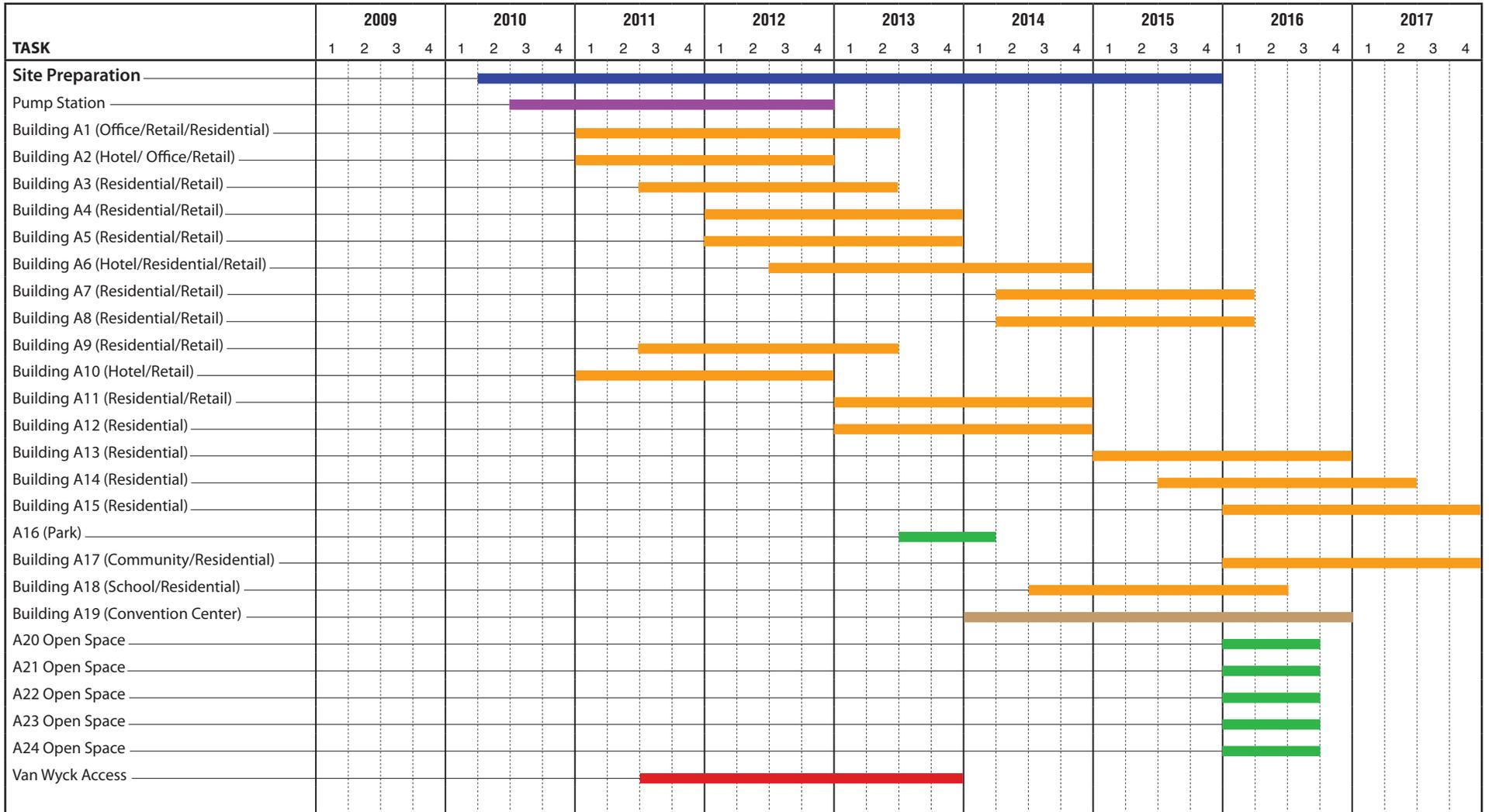


Figure 6
Conceptual Construction Schedule



- Willets Point Development District
- - - Van Wyck Access Ramps
- Residential
- ▨ Residential with Commercial Below
- ▨ Residential with Community Facility Below
- Commercial
- Rooftop Courtyard
- Open Space



Figure 7
Conceptual Construction Sequence

A10 would be finished and occupied (see Figure 7 for site designations). Three other buildings (A6, A11, and A12) would be under construction, but not completed. Construction is expected to continue through 2017 when the District would be fully built out.

Table 5
Adjusted Plan Conceptual Construction Schedule

Task	Start	Finish	Duration (Months)
Site Preparation	2nd Q 2010	4th Q 2015	69
Building A1 (Office/Retail/Residential)	1st Q 2011	2nd Q 2013	30
Building A2 (Hotel/Office/Retail)	1st Q 2011	4th Q 2012	24
Building A3 (Residential/Retail)	3rd Q 2011	2nd Q 2013	24
Building A4 (Residential/Retail)	1st Q 2012	4th Q 2013	24
Building A5 (Residential/Retail)	1st Q 2012	4th Q 2013	24
Building A6 (Hotel/Residential/Retail)	3rd Q 2012	4th Q 2014	30
Building A7 (Residential/Retail)	2nd Q 2014	1st Q 2016	24
Building A8 (Residential/Retail)	2nd Q 2014	1st Q 2016	24
Building A9 (Residential/Retail)	3rd Q 2011	2nd Q 2013	24
Building A10 (Hotel/Retail)	1st Q 2011	4th Q 2012	24
Building A11 (Residential/Retail)	1st Q 2013	4th Q 2014	24
Building A12 (Residential)	1st Q 2013	4th Q 2014	24
Building A13 (Residential)	1st Q 2015	4th Q 2016	24
Building A14 (Residential)	3rd Q 2015	2nd Q 2017	24
Building A15 (Residential)	1st Q 2016	4th Q 2017	24
A16 (Park)	3rd Q 2013	1st Q 2014	9
Building A17 (Community/Residential)	1st Q 2016	4th Q 2017	24
Building A18 (School/Residential)	3rd Q 2014	2nd Q 2016	24
Building A19 (Convention Center)	1st Q 2014	4th Q 2016	36
A20 to A23 (Open Space)	1st Q 2016	3rd Q 2016	9
Van Wyck Access	3rd Q 2011	4th Q 2013	30

Notes: Start date is the first day of the quarter; finish date is last day of the quarter.

Using the same approach utilized in the FGEIS, the number of daily workers and truck trips were estimated (see **Table 6**). **Table 7** compares the peak period number of workers and truck trips for the Adjusted Plan and proposed Plan. As shown in the table, the peak number of workers for the Adjusted Plan would be 435 less compared to the peak for the proposed Plan, and the peak number of truck trips for the Adjusted Plan would be 166 less compared to the peak for the proposed Plan.

Table 6
Number of Construction Workers and Delivery Trucks (per day)

YEAR	2009				2010				2011				2012			
	3RD	4TH	1ST	2ND	3RD	4TH	1ST	2ND	3RD	4TH	1ST	2ND	3RD	4TH		
WORKERS	0	0	0	50	165	240	415	690	915	1,190	1,590	2,015	2,115	2,190		
TRUCKS	0	0	0	10	22	22	84	169	214	284	307	397	387	377		
YEAR	2013				2014				2015				2016			
	1ST	2ND	3RD	4TH	1ST	2ND	3RD	4TH	1ST	2ND	3RD	4TH	1ST	2ND	3RD	4TH
WORKERS	1,715	1,965	1,265	1,315	1,315	1,465	1,515	1,490	1,025	1,425	1,650	1,550	1,650	1,475	1,325	1,225
TRUCKS	322	442	262	264	221	261	335	345	250	295	295	290	325	310	255	225
YEAR	2017				PROJECT											
QUARTER	1ST	2ND	3RD	4TH	PEAK	AVERAGE										
WORKERS	800	850	500	400	2,115	1,361										
TRUCKS	130	130	80	80	442	224										

Note: The number of construction workers and delivery trucks represent the highest number over a one to two week period and may not reflect the absolute peak day.

Table 7
Comparison of Peak Construction Workers and Trucks

	FGEIS		Adjusted Plan		Difference
	Number	Quarter	Number	Quarter	Number
Workers	2,625	4th Q 2012	2,190	4th Q 2012	435
Trucks	608	4th Q 2012	442	2nd Q 2013	166

For both the Adjusted Plan and the proposed Plan, the peak periods of activity would occur before the end of 2013. Under the Adjusted Plan, the peak period for workers (fourth quarter 2012) would be the same as under the proposed Plan, while the peak period for trucks would be the second quarter of 2013, two quarters later than under the proposed Plan. Because of the uncertainties in scheduling, this shift in peak quarter for trucks deliveries is considered to be minor.

The average number of workers and truck deliveries would be approximately 15 percent higher under the Adjusted Plan compared to the proposed Plan. There are two reasons for this change. First, while both plans involve the same amount and type of construction work, the construction period for the Adjusted Plan is nine months shorter than for the proposed Plan due to a later start date. Second, while site cleanup and remediation for the proposed Plan would be completed early in the construction period, over the course of two years, these activities would take place sequentially under the Adjusted Plan, over the course of 4.5 years. Although the same amount of cleanup and remediation would be required under either plan, the extended schedule under the Adjusted Plan would increase the overall number of workers and truck deliveries required.

Although average numbers of workers and truck trips are useful indicators of construction activity, the peak levels are more pertinent as they represent the reasonable worst case scenario for traffic during construction. The FGEIS concluded that at most intersections, traffic from construction of the proposed Plan would be substantially less than traffic generated by the full operation of the proposed Plan, but that unmitigatable impacts would nonetheless occur at some of the same locations identified as having unmitigatable impacts during operation of the proposed Plan. Although the traffic volumes associated with the construction peak for the Adjusted Plan would be lower than under the proposed Plan, it is anticipated that significant adverse traffic impacts would still occur and the same types of mitigation would apply.

The Adjusted Plan would involve the same types of construction activities as described in the FGEIS, and would comply with the same laws, codes, and other rules and regulations as the proposed Plan or Staged Acquisition Alternative. The same measures to control air emissions and noise would be implemented. As described above, the shorter construction period and longer cleanup and remediation schedule for the Adjusted Plan may lead to periods of time between 2014 and 2017 where the intensity of construction activity would be slightly higher than under the proposed Plan. However, any noise or air quality effects from construction would be temporary. Overall, the impacts with the Adjusted Plan would be the same as disclosed in the FGEIS, and the FGEIS conclusions regarding the effects of construction activities within the District would apply to the Adjusted Plan. No long-term significant adverse impacts related to land use, socioeconomic conditions, neighborhood character, community facilities, natural resources, hazardous materials, transit and pedestrians, noise, or air quality are expected.

PUBLIC HEALTH

The FGEIS concludes that the Staged Acquisition Alternative would include the same restrictions and safeguards specified for the proposed Plan (including: use of E-designations and Restrictive Declarations to ensure no significant adverse impacts with respect to hazardous materials, noise attenuation, and air quality; preparation and enforcement of a construction Health and Safety Plan; and enforcement of Local Law 77 during construction) and that neither the proposed Plan or Staged Acquisition Alternative would result in any significant adverse impacts to public health. The Adjusted Plan would include the same restrictions and safeguards described in the FGEIS and would have no potential for significant adverse public health impacts.

E. CONCLUSIONS

As described in the analysis above, none of the changes proposed by the Adjusted Plan would result in significant adverse environmental impacts that were not identified in the FGEIS.



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Date