

A. INTRODUCTION

Unavoidable significant adverse impacts are defined as those that meet the following two criteria:

- There are no reasonably practicable mitigation measures to eliminate the impacts; and
- There are no reasonable alternatives to the proposed project that would meet the purpose and need of the action, eliminate the impact, and not cause other or similar significant adverse impacts.

As described in Chapter 21, “Mitigation,” a number of the potential impacts identified for the proposed project could be mitigated. However, as described below, in some cases, project impacts would not be fully mitigated.

B. HISTORIC AND CULTURAL RESOURCES

As described in Chapter 7, “Historic and Cultural Resources,” Phase 2 of the proposed project contemplates demolition of the former Empire Millwork Corporation Building, located at 128-50 Willets Point Boulevard in the Special Willets Point District. Demolition of this building would constitute a significant adverse impact on this historic resource. A developer for Phase 2 has not yet been selected, and the Queens Development Group, LLC (QDG) may or may not be selected as the designated developer for Phase 2. Before the development of Phase 2, the selected developer will 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 mitigate this adverse impact would be developed in consultation with OPRHP and LPC. The mitigation measures could include recording the building through a Historic American Buildings Survey (HABS)-level photographic documentation and accompanying narrative. However, this impact would not be completely eliminated, as the resource would still be demolished. Therefore, consistent with the conclusions of the 2008 FGEIS, the demolition would constitute an unavoidable significant adverse impact on this historic resource as a result of the proposed project.

C. TRANSPORTATION**TRAFFIC AND PARKING**

As discussed in the Traffic and Parking section of Chapter 21, “Mitigation,” the proposed project would result in unmitigated impacts at local intersections and highway elements within the traffic study area and partially mitigated impacts at other locations. Not all of the unmitigated impact locations would occur in all seven traffic analysis periods. This section

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summarizes the unmitigated and partially mitigated locations based on the mitigation measures described in Chapter 21; for additional information, refer to Chapter 21.

LOCAL INTERSECTIONS

Under Phase 1A, ~~8~~ 13 of the ~~29~~ 32 intersections analyzed would have significant impacts that could not be fully mitigated in at least one peak hour, including:

- Astoria Boulevard at 108th Street;
- Northern Boulevard at 126th Street, Prince Street and at Main Street;
- Roosevelt Avenue at 108th Street, 114th Street, 126th Street, College Point Boulevard, and Union Street; ~~and~~
- 126th Street at 34th Avenue, 36th Avenue, and 37th Avenue; and
- Boat Basin Road at Stadium Road.

Under Phase 1B, ~~44~~ 18 of the ~~30~~ 33 intersections analyzed (there is one additional intersection analyzed in the study area under Phase 1B) would have significant impacts that could not be fully mitigated in at least one peak hour, including the following locations in addition to those cited above for Phase 1A (Note: the intersection of Roosevelt Avenue at 108th Street, which could not be fully mitigated in Phase 1A, could be fully mitigated in Phase 1B):

- Northern Boulevard at Union Street and at Parsons Boulevard;
- ~~34th Avenue at 126th Street;~~
- Roosevelt Avenue at 111th Street, at Main Street, and at Parsons Boulevard; and
- Sanford Avenue at Parsons Boulevard.

Under Phase 2, ~~48~~ 23 of the ~~34~~ 34 intersections analyzed (there is one more intersection analyzed in the study area under Phase 2) would have significant impacts that could not be fully mitigated in at least one peak hour, including the following locations in addition to those cited above for Phase 1B:

- Northern Boulevard at 108th Street and at 114th Street;
- Roosevelt Avenue at 108th Street and Prince Street; 114th Street; and
- Northern Boulevard at College Point Boulevard.

HIGHWAY NETWORK

Under Phase 1A, 6 of the 19 highway elements analyzed would have significant impacts that could not be fully mitigated in at least one peak hour, including:

- Westbound Grand Central Parkway (GCP) mainline (east side and west side), between Roosevelt Avenue and the Long Island Expressway (LIE);
- ~~Southbound Whitestone Expressway mainline between Northern Boulevard and Linden Place;~~
- Southbound Van Wyck Expressway between Roosevelt Avenue and the LIE;
- Ramp from the northbound Whitestone Expressway to the southbound Van Wyck Expressway;
- Ramp from the Grand Central Parkway/eastbound Astoria Boulevard to the northbound Whitestone Expressway/eastbound Northern Boulevard; and

- Ramp from the southbound Whitestone Expressway to westbound Northern Boulevard.

~~As discussed in Chapter 21, “Mitigation,” there would be additional highway locations that would be slightly or moderately impacted due to the implementation of mitigation measures at local intersections and highway ramps. In Phase 1A, the eastbound GCP mainline between Roosevelt Avenue and the LIE would be slightly impacted and unmitigated during one of the seven peak traffic analysis hours.~~

Under Phase 1B, ~~40~~ 11 of the 19 analyzed highway elements would have significant traffic impacts that could not be fully mitigated in at least one peak hour, including the following locations in addition to those cited under Phase 1A (Note: the ramp from the northbound Whitestone Expressway to the southbound Van Wyck Expressway, which could not be fully mitigated in Phase 1A, could be fully mitigated in Phase 1B):

- Northbound Van Wyck Expressway mainline between Roosevelt Avenue and the LIE;
- Southbound Whitestone Expressway mainline between Northern Boulevard and Linden Place;
- Ramp from the northbound Van Wyck Expressway to eastbound Northern Boulevard;
- Ramp from the northbound Van Wyck Expressway to westbound Northern Boulevard;
- Ramp from westbound Northern Boulevard to the southbound Van Wyck Expressway; and
- Ramp from the westbound GCP toward Stadium Road and the northbound Whitestone Expressway.

~~As mentioned above for Phase 1A, in Chapter 21, there would be additional highway locations that would be slightly or moderately impacted due to the implementation of mitigation measures at local intersections and highway ramps, including the following in addition to the one location cited above for Phase 1A:~~

- Eastbound Grand Central Parkway mainline between Roosevelt Avenue and the LIE;
- Southbound Van Wyck Expressway mainline between Roosevelt Avenue and the LIE;
- Southbound Whitestone Expressway mainline between Northern Boulevard and Linden Place; and
- Ramp from World’s Fair Marina/Boat Basin Road to the westbound Grand Central Parkway.
- ~~• Ramp from the northbound Whitestone Expressway to the southbound Van Wyck Expressway; and~~
- ~~• Ramp from westbound Northern Boulevard to the southbound Van Wyck Expressway.~~

Under Phase 2, the same 11 of the 19 analyzed highway elements would have significant impacts that could not be fully mitigated in at least one peak hour as in Phases 1A and 1B above. ~~, including the following location in addition to those cited for Phases 1A and 1B:~~

- ~~• Southbound Van Wyck Expressway mainline between Roosevelt Avenue and the LIE.~~

~~As mentioned above for Phases 1A and 1B, there would be additional highway locations that would be slightly or moderately impacted due to the implementation of mitigation measures at local intersections and highway ramps, including the following in addition to locations cited above for Phases 1A and 1B:~~

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- Westbound Grand Central Parkway mainline (east side), between Roosevelt Avenue and the LIE;
- Northbound Whitestone Expressway mainline between Northern Boulevard and Linden Place;
- Ramp from World's Fair Marina/Boat Basin Road to the westbound GCP; and
- Ramp from the northbound Whitestone Expressway to the southbound Van Wyck Expressway;
- Ramp from the southbound Whitestone Expressway to the westbound GCP; and
- Ramp from westbound Northern Boulevard to the southbound Van Wyck Expressway.

As described in the Mitigation chapter, mitigation measures are proposed that would require further agency review prior to implementation at the following ~~six~~ three intersections: Grand Central Parkway (GCP) Exit Ramp at West Park Loop/Stadium Road, 126th Street/GCP Exit Ramp/34th Avenue, and Northern Boulevard at 126th Street, World's Fair Marina at Boat Basin Road, Boat Basin Road at Stadium Road and Northern Boulevard at 114th Street. If the mitigation measures at these locations are reviewed and concurs with the operational analysis that was undertaken for the improvements for the intersections at the Grand Central Parkway westbound exit ramp at West Park Loop/Stadium Road, the intersection of 126th Street/GCP Exit Ramp/34th Avenue, and the intersection of Northern Boulevard and 126th Street; NYCDOT has given approval for those measures within its jurisdiction (i.e., installation of a traffic signal at the intersection of West Park Loop/Stadium Road). Final design for construction of those measures which do not fall under the jurisdiction of NYCDOT will be further reviewed by the New York State Department of Transportation (NYSDOT) closer to the time of construction. If the mitigation measures at these locations are rejected by NYSDOT and not implemented, significant adverse impacts identified above would be unmitigated, including but not necessarily limited to the westbound Grand Central Parkway (the east side, between Roosevelt Avenue and the LIE), the southbound Whitestone Expressway mainline between Northern Boulevard and Linden Place, the ramp from the southbound Whitestone Expressway to westbound Northern Boulevard, the ramp from the westbound Grand Central Parkway toward Stadium Road and the northbound Whitestone Expressway, and the ramp from eastbound Astoria Boulevard and the Grand Central Parkway to the northbound Whitestone Expressway and eastbound Northern Boulevard in addition to the intersections of the Grand Central Parkway westbound exit ramp at West Park Loop/Stadium Road, 126th Street/GCP Exit Ramp/34th Avenue, and Northern Boulevard and 126th Street.

~~In addition, the intersections of 126th Street at 36th Avenue, 126th Street at 37th Avenue, and Northern Boulevard at 126th Place will be analyzed and the related findings will be presented in the Final EIS. If these intersections are found to be significantly impacted, mitigation measures would be explored to address the impacts, or if no practicable mitigation measures can be identified, the impacts would be disclosed as being unmitigatable.~~

TRANSIT AND PEDESTRIANS

As discussed in the Transit and Pedestrians section of Chapter 21, the proposed project would potentially result in unmitigated significant adverse impacts on station operations at the Mets-Willets Point subway station under the 2018, 2028, and 2032 With Action conditions, subway line haul operations for the No. 7 line under the 2032 With Action condition, and street level pedestrian facility operations under the 2018, 2028, and 2032 With Action conditions. Not all of

these potentially unmitigated impacts would occur in all analysis time periods. This section summarizes the potentially unmitigated and partially mitigated locations; for additional information, refer to Chapter 21.

SUBWAY STATION OPERATIONS

Under Phase 2, the proposed project would result in significant adverse impacts on the S-3, S-2, and M-4 stairways located on the north side of Roosevelt Avenue, requiring stairway widenings and the installation of an Americans with Disabilities Act (ADA)-compliant elevator between the street and mezzanine levels. The feasibility of the stairway widening and elevator installation ~~were will be~~ further evaluated between the Draft and Final SEIS. ~~In the event these mitigation measures are determined to be infeasible, the projected significant adverse stairway impacts would be deemed unmitigatable. Specifically, an engineering feasibility study and design schematics were prepared and concluded that the recommended stairway widenings, as well as the installation of an ADA-compliant elevator, would be feasible. It should be noted that the above proposed mitigation measures may be subject to modification due to New York City Transit's (NYCT) future master plan for the Mets-Willets Point subway station. Any modifications in conformance with the future master plan would provide equivalent functionalities that would similarly mitigate the stairway impacts identified above. Since the projected impacts that prompted the stairway and elevator feasibility study would not occur until Phase 2 of the proposed project, no funding commitments are in place at this time. The City will coordinate with NYCT and the lead agency to ensure the proper mitigation would be implemented at the appropriate time and would add language to the Request for Proposals (RFP) for Phase 2 of the project as well as to the development agreement and/or other legally binding agreements, requiring the designated developer to fund the implementation of this mitigation.~~

In addition, NYCT may revert back to its pre-CitiField station operating plan for the Mets-Willets Point subway station, whereby passage through the station between parking in South Lot/Lot D and the north side of Roosevelt Avenue could be made only within the unpaid zone. If NYCT decides to proceed with this plan, which would take place independent of the proposed project, additional impacts for the station's street-level connections and the unpaid zone passageway could occur during game days. Although these impacts would be intermittent, occurring on average only approximately 80 ~~40 to 50~~ times a year, and subject to game-day traffic and pedestrian management, they may potentially be deemed unmitigatable. No changes to operating plans were announced by NYCT between the Draft and Final SEIS; therefore, any potential changes that may be considered for future implementation will be addressed outside of this environmental review.

SUBWAY LINE HAUL

Under Phase 1B and Phase 2, the proposed project would result in a significant adverse impact on the Manhattan-bound No. 7 subway line express service during the AM peak period. It should be noted that this significant adverse line-haul impact on the No. 7 line would not occur until Phase 2 should NYCT be able to process an additional Manhattan-bound express train during the AM peak hour, as assumed in the Draft SEIS. The addition of regular Long Island Rail Road (LIRR) service to Willets Point would provide substantial relief to the No. 7 subway line and may prevent this significant adverse subway impact from materializing. Since there are constraints on what service improvements are available to NYCT, the identified significant line-haul capacity impact on the No. 7 line would likely remain unmitigated absent the introduction of new LIRR service to the area.

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PEDESTRIANS

Under Phases 1A and 1B, widening the east crosswalk of Northern Boulevard and 126th Street could fully mitigate the significant adverse impact during all peak periods. However, if the proposed widening was determined to be infeasible, the projected significant adverse impacts at this crosswalk would be either partially mitigated or unmitigated.

Under Phase 2, widening the east crosswalk of Northern Boulevard and 126th Street, the west crosswalk of Roosevelt Avenue and 126th Street, and the east crosswalk of 34th Avenue and 126th Street could fully mitigate the significant adverse impacts during all peak periods. However, if the proposed widenings were determined to be infeasible, the projected significant adverse impacts at these crosswalks would be either partially mitigated or unmitigated.

In addition, related pedestrian analyses ~~will be~~ were prepared for the three intersections (126th Street at 36th Avenue, 126th Street at 37th Avenue, and Northern Boulevard at 126th Place) where additional traffic analyses ~~will~~ were also ~~be~~ conducted and are presented in ~~the~~ this Final SEIS. Mitigation measures were recommended where appropriate for the additional three intersections and would not result in any additional unmitigatable impacts. ~~If additional pedestrian impacts are identified, mitigation measures would be explored to address the impacts, or if no practicable mitigation measures can be identified, the impacts would be disclosed as being unmitigatable.~~ *