CREEDMOOR MIXED-USE PROJECT

STATE ENVIRONMENTAL QUALITY REVIEW ACT FINDINGS STATEMENT

This Statement of Findings is issued by the New York State Urban Development Corporation doing business as Empire State Development (ESD) pursuant to the State Environmental Quality Review Act (SEQRA), codified in Article 8 of the New York State Environmental Conservation Law (ECL), and its implementing regulations adopted by the New York State Department of Environmental Conservation (NYSDEC) and codified at Title 6 of the New York Codes, Rules and Regulations (NYCRR) Part 617. This statement sets forth ESD's findings with respect to the Creedmoor Mixed-Use Project after careful consideration of the Final Environmental Impact Statement (FEIS) for the Project dated September 18, 2025. ESD is the lead agency for the Proposed Actions under SEQRA.

Name of Action: Creedmoor Mixed-Use Project

Summary of Action: To facilitate the development of the Project, ESD has adopted a General Project Plan (GPP) and is affirming a modified GPP pursuant to the New York State Urban Development Corporation (UDC) Act, which would override New York City zoning controls to the extent necessary to facilitate the development of the Creedmoor Mixed-Use Project and establish Design Guidelines for the Project that will apply in lieu of zoning.

As initially conceived at the time of the adoption of the GPP for public comment and the release of the Draft Environmental Impact Statement (DEIS), ESD envisioned the comprehensive redevelopment of the approximately 59-acre Project Site made up of vacant and underutilized State-owned land within the Creedmoor campus. The Project Site would be redeveloped with up to approximately 3 million gross square feet (gsf) of mixed-use space, including residential, open space, neighborhood retail, community facilities, educational uses, and parking (the Proposed Project). The residential space would consist of approximately 2.75 million gsf of affordable rental and homeownership units. Affordable rental apartments would include approximately 393 senior housing units, approximately 428 supportive housing units, and approximately 428 units without senior/supportive stipulations. Approximately 1,526 units would be available for homeownership, including a mix of single-family semi-detached homes, triplexes, and units in multi-family buildings. Additionally, the Proposed Project would include approximately 76,000 gsf of neighborhood retail; approximately 194,600 gsf of community facility space, including a 50,000 gsf community recreation center; 16,500-gsf for older adult centers; a 8,100-gsf early childhood center; a 120,000-gsf public school (subject to School Construction Authority [SCA] funding and school capacity needs); 3,137 parking spaces distributed among garages, lots, driveways, and street parking; and approximately 11 acres of open space, of which 4.4 acres would be publicly accessible. The Proposed Project may also include a health care facility (urgent care center or medical office use) at one of the project buildings in lieu of approximately 12,150 gsf of local retail space.

Like the DEIS, the FEIS assesses the environmental impacts of the Proposed Project described above. The FEIS, however, also assesses the environmental impacts of a Lower Density Alternative (LDA) that is similar to the Proposed Project but would have a smaller

footprint and fewer residential units than the Proposed Project. For reasons explained below, the ESD Directors will be asked to affirm a modified GPP that provides for the development of the LDA rather than the development of the Proposed Project. Accordingly, this Statement of Findings is for the LDA development described in **Chapter 21, Alternatives** in the FEIS, as the LDA is ESD's intended development plan. The LDA would not include the development of Phase F and the Project Site would be reduced from approximately 59 acres to 46.5 acres. The construction of the Project is anticipated to be undertaken in six phases.

In the LDA, the Project Site would be redeveloped with up to approximately 2.18 million gsf of mixed-use spaces including residential, open space, local retail, community facilities, educational uses, and parking. The residential space would consist of approximately 1.97 million gsf of rental and homeownership units comprised of affordable rental units and a mix of affordable and market-rate homeownership units, including affordable senior and affordable supportive rental housing units. Homeownership units would be a mix of single-family semi-detached homes, triplexes, and units in multi-family buildings. The recreational community center that would be developed in Phase F under the Proposed Project would either be relocated within the Project Site to Phase C or not constructed. With the recreational community space, the LDA would include 1,945 DUs. Without the recreational community space, the LDA would total 2,022 DUs.

The LDA would include a mix of non-residential uses including a reduced amount of local retail as compared to the Proposed Project (approximately 67,467 gsf); a possible 50,000 gsf of community recreation center; 16,403 gsf for older adult centers; 8,093 gsf for an early childhood education center; 120,000 gsf for a public school (subject to SCA funding and school capacity needs); approximately 2,482 parking spaces distributed amongst garages, lots, driveways, and street parking; and 10.3 acres of open space, of which 4.4 acres would be publicly accessible. The LDA could also include an urgent care center at one of the project buildings in lieu of approximately 12,150 gsf of local retail space.

Following the affirmation of the modified GPP, ESD would select developers through a Request for Proposals (RFP) process to proceed with a phased development of the LDA over an approximately 13-year period. Construction of the LDA is anticipated to be undertaken in six phases, with the first phase breaking ground in 2027 and the final phase completed in 2040.

Project Location: The Project Site is an approximately 46.5-acre site within the larger 125-acre Creedmoor campus on the parcel located at 79-25 Winchester Boulevard, Queens, New York 11203 (Queens Block 7880, part of Lot 1).

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SEQRA Classification: Type I

Description of Lead Agency Actions

The LDA is expected to require the following discretionary actions and approvals, which collectively comprise the Proposed Actions:

- ESD affirmation of a modified GPP, in accordance with the New York State UDC Act, including overrides of the New York City Zoning Resolution (ZR) to the extent necessary to support the LDA. In lieu of zoning, the modified GPP would establish Design Guidelines for the LDA to address use, bulk, dimensional, and other parameters. The LDA would be required to comply with the Design Guidelines.
- Potential funding and/or financing from the following:
  - New York State Urban Development Corporation d/b/a Empire State Development
  - New York State Homes and Community Renewal (HCR)
  - New York State Office of Mental Health
  - New York City Department of Housing Preservation and Development, and
  - New York City Human Resources Administration
- Approval by the New York State Public Authorities Control Board (PACB)
- Disposition and conveyance of title for the Project Site by the Dormitory Authority of the State of New York (DASNY).
- ESD acquisition of the Project Site from DASNY and subsequent disposition of the Project Site to developers of the Project Site.
- Mapping action to be undertaken in the future to map roadways within the Project Site as City streets.

ESD issued a Notice of Public Scoping and Intent to Prepare a Draft Environmental Impact Statement for the Proposed Actions on July 1, 2024. ESD held a public scoping session on the Draft Scope of Work (DSOW) on July 18, 2024, to inform the preparation of the DEIS. Written comments on the DSOW were accepted by ESD through close of business August 19, 2024. Comments received during the public comment period were considered and incorporated, as appropriate, into the Final Scope of Work (FSOW), which was issued on December 12, 2024. The DEIS was prepared in accordance with the FSOW.

On December 19, 2024, ESD adopted the initial GPP for public comment and accepted the DEIS as satisfactory with respect to its scope, content, and adequacy under SEQRA, and issued a Notice of Completion for the DEIS. A public hearing was held on the DEIS and GPP on January 30, 2025, and continued on March 19, 2025, to afford all interested parties the opportunity to submit oral and/or written comments. The record remained open through 5:00 pm on April 18, 2025, to allow written comments on the DEIS and GPP. After the close of the public review period, the FEIS was prepared to respond to all substantive comments made on the DEIS and GPP and incorporate any necessary revisions. The FEIS provides ESD with the analysis required for its environmental findings, which are used as a basis for deciding whether to approve the discretionary actions required for the LDA and to impose measures to mitigate the significant adverse impacts of the LDA to the maximum extent practicable.

The FEIS was accepted by ESD's Directors on September 18, 2025, and includes a chapter addressing all comments received at the public hearing and submitted in writing (see FEIS Chapter 26, "Responses to Comments on the Draft Environmental Impact Statement and General Project Plan"). ESD issued a Notice of Completion of the FEIS and posted the FEIS on ESD's Project website. The Notice of Completion was distributed to all involved and interested public agencies, public officials, community boards, and other interested groups and provided a link to the FEIS on ESD's Project website and location where hard copies of the FEIS are available for public review.

Facts and Conclusions of the FEIS Relied Upon to Support the Decision

Project Description

ESD envisions the comprehensive redevelopment of approximately 46.5 acres of vacant and underutilized State-owned land within the Creedmoor campus on the parcel located at 79-25 Winchester Boulevard, Queens, New York 11203 (Queens Block 7880, part of Lot 1, the Project Site). The Project Site would be redeveloped with up to approximately 2.18 million gross square feet (gsf) of mixed-use space, including residential, open space, neighborhood retail, community facilities, educational uses, and parking (the Project). The residential space would consist of approximately 1.97 million gsf of affordable rental and a mix of affordable and market-rate homeownership units. Affordable rental apartments would include approximately 412 senior housing units, approximately 277 supportive housing units, and approximately 288 units without senior/supportive stipulations.[1] Approximately 1,045 units would be available for homeownership, including a mix of single-family semi-detached homes, triplexes, and units in multifamily buildings.

Additionally, to serve the needs of both existing and new residents, the LDA would include approximately 67,467 gsf of neighborhood retail; approximately 24,496 gsf of community facility space, including a 16,403-gsf for older adult centers; a 8,093-gsf early childhood center; a 120,000-gsf public school (subject to SCA funding and school capacity needs); approximately 2,482 parking spaces distributed among garages, lots, driveways, and street parking; and approximately 10.3 acres of open space, of which 4.4 acres would be publicly accessible. The LDA may also include a health care facility (urgent care center or medical office use) at one of the project buildings in lieu of approximately 12,150 gsf of local retail space.

The Project Site is part of the Creedmoor campus, which consists of property owned by the State of New York. The New York State Office of Mental Health (OMH), which is the primary operator on the campus, provides inpatient and outpatient services to individuals with serious mental illness at its Creedmoor Psychiatric Center, the largest State-owned psychiatric care facility in New York City. These services do not occur on the Project Site. Two other State agencies, the New York State Office for People with Developmental Disabilities (OPWDD) and the New York State Office of Addiction Services and Supports, also operate on the campus.

The LDA is informed by the *Creedmoor Community Master Plan* (*CCMP*), published in December 2023. The *CCMP* is the product of a collaborative planning process, led by ESD in consultation with the Queens Borough president, that included participation from local community members, community groups, and elected officials. The *CCMP* evaluated potential implementation methods that respond to the community's aspirations for introducing a range of housing options and maintaining the existing urban fabric. The *CCMP* recommends creating a variety of housing types, open spaces, community facilities, and neighborhood retail options (more detail regarding the *CCMP* is described below). Development of the LDA, consistent with the *CCMP*, would respond to community concerns around increased cost of housing and limited housing supply citywide while supporting investment in needed amenities and community services in eastern Queens.

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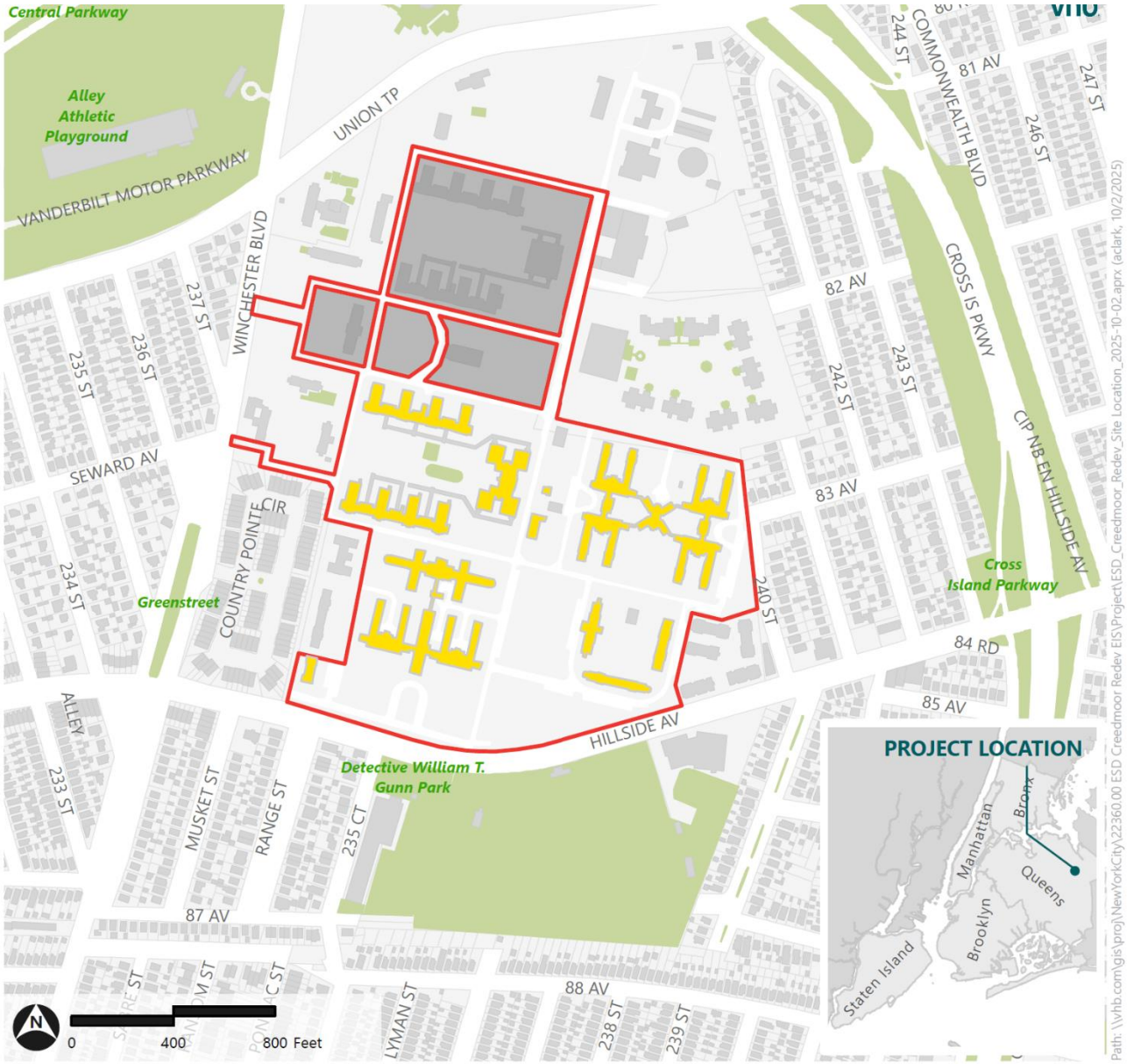
[1] Supportive housing units would serve families, individuals, and/or young adults that are experiencing homelessness and serious mental illness. These are the populations that are currently being served by the New York State Office of Mental Health at the Creedmoor Psychiatric Center. Approximately 15% of the supportive housing units would be set aside for veterans who served in the armed forces in the United States, with priority being given to such persons with a disability. The supportive housing units would be operated by an entity that is majority-owned by non-profit organizations with demonstrated experience providing services to these populations.

To facilitate the development of the LDA, ESD's Directors are affirming a modified GPP pursuant to the UDC Act, which would override New York City zoning controls to the extent necessary to facilitate the development of the LDA and establish Design Guidelines for the Project that will apply in lieu of zoning. Following affirmation of the modified GPP, ESD would select developers through an RFP process to proceed with a phased development of the LDA over an approximately 13-year period. Construction of the LDA is anticipated to be undertaken in six phases, with the first phase breaking ground in 2027 and the final phase completed in 2040.

The figure below identifies the location of the Project Site and outlines the Project Site boundaries within the larger Creedmoor campus:


Central Parkway
Alley Athletic Playground
VANDERBILT MOTOR PARKWAY
UNION TP
WINCHESTER BLVD
237 ST
236 ST
235 ST
SEWARD AV
234 ST
Greenstreet
COUNTRY POINTE CIR
ALLEY
233 ST
MUSKET ST
RANGE ST
235 CT
87 AV
88 AV
LYMAN ST
238 ST
239 ST
Detective William T. Gunn Park
HILLSIDE AV
240 ST
84 RD
85 AV
83 AV
82 AV
242 ST
243 ST
CROSS IS PKWY
CIP NB EN HILLSIDE AV
Cross Island Parkway
COMMONWEALTH BLVD
244 ST
81 AV
246 ST
247 ST
PROJECT LOCATION
Bronx
Manhattan
Queens
Brooklyn
Staten Island
N
0
400
800 Feet
Project Site
Existing Buildings in Project Site
Area Outside Project Site
Open Space

Purpose and Need

Over the past decades, OMH and OPWDD have shifted how they provide services to better serve their clients, from an institutionalized to a transitional and community-based approach to care of service. This service approach has facilitated a consolidation of operations and resulted in OMH and OPWDD no longer providing services in the buildings within the 46.5 acres Project Site. However, the agencies continue to bear the financial and administrative burdens of securing and maintaining vacant and deteriorating buildings and the grounds upon which they sit.

Meanwhile, the cost of housing across New York has increased substantially as housing supply has not met housing demand. Between 2021 and 2023, the City added over 60,000 homes; however, the City's vacancy rate fell to one of its lowest levels since the New York City Housing and Vacancy Survey began in 1965. Citywide, the vacancy rate was 1.4 percent; and in Queens, it was 0.9%. That rate is significantly lower than the 4.5 percent vacancy rate in 2021 and the 3.6 percent vacancy rate in 2017, which was the last survey taken before Covid (a "housing emergency" in New York City is defined as a vacancy rate below 5 percent). From an income perspective, New Yorkers earning below $200,000 a year do not have access to most of the rental units on the market without becoming rent burdened (rent burden is defined as paying more than thirty percent of gross income toward rent). Locally, over the last 10 years, 60 affordable housing units have been built within the Council district in which Creedmoor is located, which places this district 49th out of the 51 districts in the production of affordable housing. Regarding homeownership, homes in low-density zoning districts, like this one, have become substantially more expensive—with the median sales price in 2023 at $700,000, which is a 79 percent increase from 2010. In medium- and high-density neighborhoods, the median price rose 64 percent over the same period to more than $765,000. In April 2024, Governor Hochul and the NYS legislature passed the FY 2025 Enacted Budget and associated legislation to further address the housing crisis and make the state more affordable and livable for all New Yorkers through increasing the housing supply and promoting affordability.

The purpose of the LDA is to address the substandard and insanitary conditions at the Project Site and help meet the need for housing, including affordable and supportive housing. The LDA was developed through extensive community engagement, consisting of in-person and virtual workshops, 14 meetings with community groups and elected officials, and dozens of stakeholder conversations that informed the *CCMP*, and a listening tour with local civic associations and the community board to gather reactions to the *CCMP*. Consistent with Executive Order 30, the LDA would utilize surplus state-owned land to develop housing. The Proposed Actions (defined in Required Approvals) would facilitate the redevelopment of the Project Site from a gated and underused campus into a vibrant mixed-use community with visual and physical conditions to integrate the Project Site with the adjacent neighborhoods. The Project would build much needed mixed-income housing, publicly accessible open space, and neighborhood retail to provide services and products that address the needs of new and existing residents. It would also create community facility spaces such as a community recreation center, older adult centers, a daycare center, and a public school (if needed and funded by the SCA). The Project Site would also benefit from significant infrastructure improvements to support the proposed redevelopment.

The LDA reflects the community's goals identified in the CCMP to, among other goals: provide a range of housing options for the area's diverse population, including new affordable homeownership opportunities; concentrating density centrally on the site in recognition of the lower heights and density in the surrounding built context, particularly at the site's edge; develop a system of interconnected open spaces to accommodate a range of passive and recreational uses; and provide commercial, cultural, recreational, and educational spaces that meet neighborhood needs.

Redevelopment of the Project Site would provide a range of housing options including affordable and market-rate homeownership opportunities; affordable rental housing in a mix of studio to three-bedroom units; and supportive housing for seniors and individuals contending with mental illness, including veterans. Beyond housing, the LDA would further the State's commitment to minority and women owned business enterprises (MWBEs) by creating access to jobs and contracting opportunities during the planning and construction phases of the project. Redevelopment of the Project Site would address environmental and safety conditions caused by the site's previous uses and deteriorating building stock.

Relevant Impacts of the Proposed Actions

The FEIS identifies environmental impacts of the Proposed Actions, as described below.

Land Use, Zoning, and Public Policy

The LDA would be facilitated by an override of New York City zoning implemented through ESD's affirmation of a modified GPP that would be limited in applicability to the Project Site. The LDA would not result in direct off-site changes to land use or zoning, and the proposed on-site changes would facilitate uses that are consistent with the surrounding study area. The height and bulk of the LDA buildings would be taller and larger than most of the other buildings in the study area but would not result in adverse land use or zoning impacts. In addition, the LDA would be consistent with several policies reflected in State and City laws and published policy documents. Therefore, the LDA would not result in significant adverse impacts to land use, zoning, or public policy.

Socioeconomic Conditions

Direct Residential Displacement

There are no dwelling units (DUs) on the Project Site, meaning the number of residents directly displaced by the LDA is zero. Therefore, there would be no significant adverse socioeconomic impacts due to direct displacement.

Direct Business Displacement

There are no private commercial businesses on the Project Site. All existing facilities at the Creedmoor campus would either remain in use on the campus or are vacating in the No-Action condition. Therefore, in the With-Action condition, there would be no significant adverse socioeconomic impacts due to direct business displacement.

Indirect Residential Displacement

The LDA would increase the population of the study area by 24 percent and introduce a new population with higher average incomes than the No-Action population in the study area. The FEIS indirect residential displacement analysis identified approximately 1,070 low-income renter households in the study area. Data from the HCR Stabilized Building List determined that there are currently 48 rent-stabilized, though non-income restricted, units in the study area, in addition to only three regulated units that are income-restricted. Using *CEQR Technical Manual* assessment methods, the indirect residential analysis determined that there are 1,043 low-income renter households in the study area that are vulnerable to potential displacement. Using the study area's median household size of 3.02 persons, these households account for a population of 3,150, or 14 percent of the total population in the study area according to the 2020 Census.

According to the *CEQR Technical Manual,* if the vulnerable population potentially subject to indirect displacement exceeds 5 percent of the study area's current population, the project may result in a significant change to the

socioeconomic character of the study area, and a potential significant adverse impact may occur. While the vulnerable population percentage in the study area is larger than 5 percent, the *CEQR Technical Manual* also states that if it is determined that a project, because of its mixed-income composition, would not cause significant changes in the local real estate market, it may not have a significant effect on rents for the vulnerable households and therefore would not result in a significant adverse indirect residential displacement impact. Because of the significant new supply of affordable residential units in the With-Action condition created by the LDA, the separate demand dynamics between the rental and ownership markets in the study area, and the fact that, historically, changes in the ownership housing market and increases in home values in the study area have not significantly affected rental prices or availability in the area, it is anticipated that the LDA would not create or accelerate a trend of increasing rents in the study area that would indirectly displace vulnerable lower-income renters and therefore, the LDA would not have significant adverse indirect residential displacement impacts.

Indirect Business Displacement

A preliminary assessment found that the LDA would not result in significant adverse impacts due to indirect business or institutional displacement. The primary consideration of the *CEQR Technical Manual* in determining indirect business displacement is whether a development may result in significant changes to the local business market, including commercial property value increases. The LDA would create approximately 67,467 gsf of neighborhood retail (of which approximately 12,150 gsf may be used for an urgent care facility, 16,403 gsf for an older adult center, and 8,093 gsf for an early childhood center) and 120,000 gsf for a potential new public school. No existing businesses would be eliminated by the introduction of the LDA. Outside of the Project Site, the defined study area has existing retail and commercial areas, primarily concentrated along sections of Braddock Avenue, Hillside Avenue, and Union Turnpike, which would likely benefit from increased consumer draw.

The LDA's development of 67,467 gsf of retail does not meet the 200,000-gsf threshold set by the *CEQR Technical Manual* to constitute substantial new commercial development. Thus, the existing businesses in the study area are not expected to suffer any significant adverse impact from the LDA.

Adverse Impacts Due to Effects on Specific Industries

The LDA would not result in significant adverse impacts on a specific industry. The LDA would include the removal of parts of the former Creedmoor Psychiatric Center. However, the mental healthcare services industry is not considered a displaced industry within the study area in the With-Action condition because the buildings proposed for removal are largely in a state of disrepair and are either vacant or not used for their original purpose as mental healthcare facilities. The LDA is not expected to lead to the direct displacement of any businesses or employees. Because of the lack of displaced industries, the LDA would not adversely affect any certain industry and would not result in a significant adverse impact as to any specific industry.

Community Facilities and Services

The Project Site is served by existing New York City Police Department (NYPD) and New York City Fire Department (FDNY) police and fire protection services and existing health care facilities. The LDA would not result in direct effects to any NYPD precinct house or any FDNY command center and will not result in adverse impacts to the services provided by the Creedmoor Psychiatric Center or any other healthcare facility. The LDA would provide homes for approximately 6,268 persons. Nevertheless, because the LDA would not introduce a sizeable new neighborhood where none existed before and the Project Site is already served by existing police, fire, and healthcare facilities, the LDA would not result in any significant adverse impacts to police, fire, and healthcare services.

Public Schools

The LDA would introduce approximately 1,333 non-senior and non-supportive housing units to Community School District (CSD) 26, Sub-District 1 (the public school study area). The SCA has published housing multipliers used to estimate the number of public school students generated by new housing.[2] Using these multipliers, the LDA would generate approximately 387 public school elementary students, approximately 173 public school intermediate students, and approximately 133 public school high school students. It is projected that, after completion and occupancy of the LDA, there would be a surplus of approximately 549 elementary school seats in CSD 26, Sub-District 1 elementary schools, and the capacity utilization rate of elementary schools in CSD 26, Sub-District 1 would be 85 percent. Therefore, per the guidance of the *CEQR Technical Manual*, there would be no significant adverse impact to public elementary schools. It is projected that, after completion and occupancy of the LDA, there would be a surplus of approximately 474 intermediate school seats in CSD 26, Sub-District 1 intermediate schools, and the capacity utilization rate of intermediate schools in CSD 26, Sub-District 1 would be 80 percent. Therefore, per the guidance of the *CEQR Technical Manual*, there would be no significant adverse impact to public intermediate schools.

The number of high school students that would be introduced by the LDA would not meet the threshold for detailed analysis (150 or more students) and therefore would not result in a significant adverse impact as to public high schools.

Early Childhood Programs

The LDA would introduce approximately 1,333 non-senior and non-supportive housing units, which are projected to introduce an estimated 187 children eligible for publicly funded early childhood programs to the study area. With the addition of these children, early childhood programs in the study area would be expected to operate at approximately 115.7 percent utilization, resulting in a deficit of approximately 187 slots in the With-Action condition. This represents an increase of approximately 15.7 percent over the No-Action utilization rate, which currently stands at 100 percent. Per the guidance of the *CEQR Technical Manual*, a significant adverse impact would occur if a proposed project led to both a utilization rate exceeding 100 percent and an increase in utilization of 5 percent or more compared to the No-Action condition. However, because the LDA includes an 8,093-gsf early childhood education center, 269 seats[3] within the Project Site, the deficit would be alleviated by project completion, keeping the With-Action condition under 100 percent utilization and below the 5 percent increase that would trigger an impact. Without the on-site childcare center, a significant adverse impact would occur during construction of Phase B. Based on preliminary construction phasing, the proposed on-site childcare center would be complete and operational when construction of Phase C is complete. As such, after the construction of Phase B, the LDA would result in a temporary significant adverse impact to the availability of early childhood care until the proposed on-site childcare facility is operational.

Along with the addition of a new early childhood center as part of the LDA, parents of eligible children are not limited to enrolling in programs within the study area. The New York City Department of Education (NYCDOE) voucher system allows families to access public and private early childhood providers beyond the immediate area, including licensed family childcare homes. Furthermore, the new demand for childhood care slots could incentivize the expansion of existing programs or the establishment of new ones to accommodate the increased

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2 http://www.nycsca.org/Community/Capital-Plan-Reports-Data#Housing-Projections-70.

3 This facility could accommodate up to approximately 269 children based on an assumption of 30 sf per child, the minimum recommended space required according to NYC Health Code Article 47.

demand. While the City's 3-K for All and Pre-K for All programs provide valuable early childhood education, these facilities have not been included in this analysis, in accordance with *CEQR Technical Manual* guidelines.

Public Libraries

The LDA has the potential to result in a significant adverse indirect impact to public libraries. Based on approximately 2,022 DUs and an average household size of 3.1 in Queens Community District 13, the LDA would be expected to add approximately 6,268 new residents to the library catchment area population. This is a projected increase in population from 59,812 to 66,080 residents, which represents an approximate 10 percent increase to the 1-mile radius library catchment area. Accordingly, the holdings-per-resident ratio in the study area is projected to decrease from approximately 1.99 in the No-Action condition to 1.80 in the With-Action condition. As the library catchment area population is projected to increase by approximately 10 percent, which exceeds the 5 percent impact threshold cited in the *CEQR Technical Manual,* there is potential for a significant adverse indirect impact to occur upon the construction of Phase C. Mitigation measures were developed in coordination with Queens Public Library (QPL).

Open Space

As explained below, the LDA would not result in a significant adverse direct impact to publicly accessible open space and upon completion would not result in a significant adverse indirect impact to publicly accessible open space. However, a temporary indirect impact to publicly accessible active open space would occur during construction, as described below.

Direct Effects

The LDA would not result in a significant adverse direct impact on open space resources, and would not result in any significant adverse shadow, urban design and visual resources, air quality, noise, or other environmental impacts that would affect the usefulness of any study area open space. No publicly accessible open space resources would be physically displaced, nor would their uses be changed as a result of the LDA. Rather, the LDA would introduce an additional approximately 4.4 acres of publicly accessible open space to the Project Site, as well as approximately 5.8 acres of private open space.

Indirect Effects

According to the *CEQR Technical Manual*, a proposed project may have a significant adverse indirect impact on open space resources if it significantly reduces the open space ratio (OSR), thereby overburdening existing facilities or exacerbating a deficiency in open space. Given that the LDA is anticipated to introduce approximately 6,268 residents and 867 workers compared to the No-Action condition, an open space analysis for both a non-residential quarter-mile study area and a residential half-mile study area was conducted in accordance with *CEQR Technical Manual* guidelines.

In the With-Action condition the passive OSR in the non-residential quarter-mile study area is projected to decrease by approximately 11.20 percent from the No-Action condition. While this exceeds the five percent threshold for significant change as outlined in the *CEQR Technical Manual*, the OSR would remain well above the city's guideline ratio of 0.15 acres per 1,000 workers, at 9.38 acres per 1,000 workers. Therefore, the non-residential quarter-mile study area would continue to be well-served by passive open space resources. Consequently, the LDA would not result in an overburdening of existing facilities or exacerbate a deficiency in open space. Therefore, no significant adverse impact is anticipated in the non-residential quarter-mile study area as a result of the LDA.

In the With-Action condition, the total OSR within the residential half-mile study area is projected to decrease by approximately 19 percent. The active OSR is expected to decrease by approximately 22 percent, and the passive OSR is projected to decline by approximately 16 percent. These reductions exceed the five percent threshold for a substantial change, as outlined in the *CEQR Technical Manual*. The area's active OSR is estimated to fall to 1.65 acres per 1,000 residents, which is below the City's guideline of 2.0 acres of active open space per 1,000 residents. However, the study area remains compliant with the City's passive open space guideline; the passive OSR is projected to be approximately 1.59—well above the City's standard of 0.5 acres per 1,000 residents. Furthermore, the total OSR within the study area would still surpass the City's guideline of 2.5 acres per 1,000 residents, maintaining an OSR of approximately 3.23 acres per 1,000 residents. Residents of the LDA would be well-served by the variety of public open space that would be provided onsite, including playgrounds, courts, lawns, benches, and walking paths.

Additionally, Alley Pond Park, located just north of the Project Site, is a 635-acre regional open space. The quantitative assessment considers only the 33.8-acre portion of the park that falls within Census Tract 1567, which contains a variety of active recreation facilities including baseball fields, tennis and pickleball courts, a soccer field, and a football field, but residents of the LDA and its surrounding area would have access to the entire park. Additionally, in the portion of Alley Pond Park within the study area, an approximate 0.25-mile walk from the Project Site, there are access points to car-free paths for walking, running, and biking through the park that offer tens of miles of paths for active recreation.

In addition to the 4.4 acres of public open space that would be provided as part of the LDA, the LDA would also introduce 5.8 acres of private open space, including lawns, walking paths, and terraces, which would serve new residents. Since the study area has an older population, and approximately 20 percent of rental units introduced by the LDA would be designated for seniors, these passive amenities are appropriate. The availability of on-site open space is expected to alleviate pressure on publicly accessible open spaces.

Given these factors, the residential study population would still have ample access to active recreation opportunities, both within and outside of the Project Site, ensuring no significant adverse active open space impact from the LDA. However, during construction, there would be a temporary significant adverse active open space impact. The temporary impact would occur during construction of Phase B and would remain until the onsite courts, Town Center, and all playgrounds are constructed, which would occur over time in Phase B through the completion of Phase E. Once the onsite active recreation spaces have been built, the temporary active open space impact would be fully mitigated.

Shadows

Tier 1 through Tier 3 and detailed shadows analyses were undertaken for the LDA since the With-Action condition includes buildings that would exceed 50 feet in height, and the Project Site is across the street from a park, which is considered a sunlight-sensitive resource as defined by the *CEQR Technical Manual*. The Tier 3 analysis determined that a single sunlight-sensitive resource, Detective William T. Gunn Playground, warrants a detailed analysis.

A detailed analysis was conducted for Detective William T. Gunn Playground and found that incremental shadows would be of limited duration in the very early morning during the May 6/August 6 and June 21 analysis days and would occur on spaces that receive uninterrupted sunlight during other periods of the analysis days. Thus, it is determined that incremental shadows from the LDA would not adversely affect the public's enjoyment of the space or the viability of vegetation in the park. Based on the foregoing, no significant adverse impacts to sunlight sensitive resources would occur due to shadows from the LDA.

Historic and Cultural Resources

Archaeological Resources

Based on the results of a Phase IA archaeological assessment, the Project Site does not have the potential to contain archaeological resources due to extensive previous subsurface disturbance throughout the Project Site. The New York State Office of Parks, Recreation and Historic Preservation (OPRHP) has concurred with the findings of the report and indicated that there are no archaeological concerns within the Project Site, where in-ground construction would occur. Therefore, the LDA would not result in any significant adverse impacts on archaeological resources.

Architectural Resources

The LDA would result in the demolition of 13 historic buildings (Buildings #1, #2, #3, #4, #10, #11, #12, #17, #22, #25, #26, #71, and #72), which are within a portion of the New York State and National Registers of Historic Places (S/NRHP)-eligible Creedmoor Psychiatric Center Historic District (Historic District). The S/NRHP-eligible covered walkways on the Project Site would also be demolished under the LDA. If feasible, S/NRHP-eligible Building #70 would be adaptively reused for housing; if a feasibility study determines that its adaptive reuse is not feasible, Building #70 would also be demolished.

To construct the LDA, the Project Site would be redesigned, while retaining some of the original gridded landscape and open space. The LDA would result in contextual impacts on the remaining buildings within the Historic District that are outside of the Project Site. Furthermore, due to the demolition of S/NRHP-eligible historic resources within the Historic District and the potential contextual impacts on the historic resources within the larger Historic District that would remain, the LDA would result in a significant adverse impact to historic architectural resources. As such, in accordance with Section 14.09 of the State Historic Preservation Act (SHPA), an Alternatives Analysis was completed and mitigation measures were developed in consultation with OPRHP, which have been stipulated in a Letter of Resolution (LOR). The LOR was amended following the completion of the FEIS to reflect the LDA (see attached Amended Letter of Resolution).

Urban Design and Visual Resources

Urban Design

The LDA would not result in significant adverse impacts with respect to urban design. The LDA would transform the Project Site from a gated and underutilized site into an active mixed-use community. The Project Site would be developed with paved streets, sidewalks and pedestrian greenways arranged to connect residents and pedestrians with the proposed land uses and amenities throughout the campus. The arrangement of new buildings throughout the Project Site would ensure density is appropriately concentrated towards the center of the Project Site, with lower-density development at the perimeter in context with the surrounding residential uses. The introduction of retail, residential, and community facility space, housed in a variety of building typologies subject to a comprehensive set of Design Guidelines, would serve to activate the Project Site, providing a more vibrant streetscape and pedestrian experience with ground floor levels activated with needed facilities and services for the surrounding community and future Project Site residents. The design, arrangement, and connectivity of planned open spaces would further integrate the Project Site with the fabric of the study area.

Overall, the LDA would result in changes to the urban design characteristics of the Project Site through increased height and bulk and the introduction of a new street network. The LDA would feature two-story residences on the eastern extent of the Project Site to mirror the form and bulk of the Bernard Fineson Developmental Disabilities Service Office adjacent to the Project Site and the existing adjacent residences in the vicinity of 83rd Avenue

between 240th and 243rd Streets. The area with the highest density, seven- to eight-story buildings, would be along Avenue C and around the Town Center. Buildings between four and six stories would mostly be along and near Hillside Avenue. The composition of the new buildings and their relationship to surrounding built context and site design create a robust, active, and engaging urban fabric that would provide significant improvements to the overall urban design character of the study area.

Visual Resources

The LDA would not result in significant adverse impacts with respect to visual resources. The LDA would involve the elimination of a view of the south-facing frontages of Building #4 and Building #22 visible along Hillside Avenue south of the Project Site. The view of these buildings on its own does not constitute a visual resource, and while this view would be lost, the LDA would create numerous views of other similar historic architectural resources throughout the Creedmoor campus by activating the Project Site with a public street network. The existing views of Building #4 and Building #22 lack context within the historic Creedmoor campus because their significance is related to their place among other contributing buildings within the Project Site, the majority of which are not visible from public streets. It is not an iconic view and does not attract visitors or viewers. The LDA would offset the loss of this view with the creation of new public views of other similar buildings that are currently inaccessible. The LDA would have a beneficial effect on visual resources, and no significant adverse impact would occur.

Natural Resources

The LDA would not result in significant adverse impacts to natural resources. The overall impact of the LDA to habitats over the anticipated phased redevelopment period would be the gradual, phased removal of the existing, disturbed cultural ecological communities that occur at the Project Site and replacement with a similar array of developed areas interspersed with landscaped and other vegetated habitats, with qualitative increases in vegetated conditions anticipated.

In correspondence dated July 16, 2025, the New York State Department of Environmental Conservation (NYSDEC) determined that there are no NYSDEC regulated freshwater wetlands and/or adjacent areas on the Project Site. Accordingly, as wetlands or surface waters do not occur at or proximate to the Project Site, implementation of the LDA would not result in significant adverse impacts to such resources. Similarly, based on the record reviews and habitat evaluations performed as part of this assessment, federal- and/or New York State–listed plant and wildlife species do not occur at or, adjacent to the Project Site. Accordingly, no significant adverse impacts to natural resources are anticipated as a result of the LDA.

Hazardous Materials

The LDA would not result in significant adverse impacts related to hazardous materials. The LDA would result in the redevelopment of portions of the 46.5-acre Project Site that have potentially been affected by hazardous materials. Environmental concerns related to the Project Site include potential petroleum impacts, registered and unregistered underground storage tanks, and other potential sources of hazardous materials impacts from both on- and off-site.

Further investigation is warranted in order to identify the nature of subsurface contamination at the Project Site and determine next steps with regards to remedial measures required. ESD will require future developers of the Project Site to conduct location-specific assessments and investigations prior to construction that would serve to rule out the need for remediation or inform the development of a Remedial Action Plan (RAP), Construction Health and Safety Plan (CHASP), and Community Air Monitoring Plan (CAMP). With the requirement that such additional investigations be undertaken prior to construction and that any warranted remediation, CHASP and

CAMP be implemented, no significant adverse impacts from hazardous materials are anticipated as a result of the LDA.

Water and Sewer Infrastructure

The LDA would result in a total daily water demand of approximately 0.70 mgd. Since the LDA would not exceed the threshold of 1 million gallons per day, the LDA would not result in any significant adverse impacts on the water supply. The LDA would require new on-site water service connections to the existing water infrastructure on Hillside Avenue. Further coordination with the New York City Department of Environmental Protection (NYCDEP) would occur once design begins to determine capacity and pressure along Hillside Avenue. The existing water mains and significant structures internal to the Project Site would be removed and a new water main network would be designed, reviewed and approved by NYCDEP.

Sanitary sewage generated by the LDA would discharge to the Jamaica Water Resource Recovery Facility (WRRF), which has a State Pollutant Discharge Elimination System (SPDES)-permitted dry weather flow capacity of 100 mgd. The LDA has the potential to result in an incremental increase in sanitary flow that would represent less than one percent of the Jamaica WWRF's SPDES-permitted capacity. The projected increase in sanitary sewage would not cause the Jamaica WWRF to exceed its operational capacity or SPDES-permitted capacity. Therefore, the LDA would not result in any significant adverse wastewater impacts.

The Project Site is served by one storm sewer outfall—Combined Sewer Overflow (CSO) Outfall JAM-006. The LDA would include a Drainage Master Plan to be prepared and submitted to NYCDEP to demonstrate phases of site development and explain drainage improvement measures implemented throughout the phased approach. The LDA would also incorporate best management practices (BMPs) that would be required as part of the site connection approval from NYCDEP to manage pollutant loadings. BMPs would be required in accordance with the NYCDEP Unified Stormwater Rule (USWR) guidelines, which include requirements for bringing the Project Site into compliance with the allowable stormwater release rate. To achieve the release rate, stormwater would be managed by utilizing one or a combination of detention techniques. Green infrastructure technologies and subsurface detention would be implemented to retain or release stormwater with slowed discharge rates to control peak runoff rates. Therefore, the LDA would not result in any significant adverse stormwater impacts.

Solid Waste and Sanitation Services

The LDA would not result in a significant adverse impact on solid waste and sanitation services. The LDA would generate an incremental 53.24 tons per week of solid waste compared to the No-Action condition and would not directly affect a solid waste management facility. Approximately 78 percent (41.45 tons) of the additional solid waste generated by the LDA would be handled by DSNY and approximately 22 percent (11.79 tons) would be handled by private carters. The incremental increase of 53.24 tons per week would represent approximately 0.02 percent of the City's anticipated future weekly total commercial and DSNY-managed waste generation in 2025 (estimated at 213,992 tons per week), as projected in the Solid Waste Management Plan (SWMP). The 41.45-ton increase in weekly solid waste handled by DSNY would represent approximately 0.03 percent of the City's anticipated future total waste generation handled by DSNY (estimated at 139,992 tons per week), as projected in the SWMP. The approximately 11.79-ton increase in weekly solid waste handled by private carters would represent less than approximately 0.07 percent of the City's anticipated future commercial waste generation (estimated at 74,000 tons per week), as projected in the SWMP.

Overall, the uses facilitated by the Proposed Actions would be expected to generate solid waste equivalent to approximately 3.32 DSNY truck loads per week and 0.98 commercial carter truck loads per week, representing less

than 0.16 percent of DSNY's collection fleet and less than 0.13 percent of the licensed private carting fleet, and would therefore not overburden existing DSNY or commercial solid waste handling services. As such, the Proposed Actions would not result in an increase in solid waste that would overburden available waste management capacity. The Proposed Actions would also not conflict with, or require any amendments to, the City's solid waste management objectives as stated in the SWMP. Therefore, the Proposed Actions would not result in a significant adverse impact on solid waste and sanitation services.

Energy

The LDA would not directly affect the transmission of energy, nor would the proposed residential, commercial, educational, community facility, or other uses generate a demand for energy that would overburden the energy supply systems. As such, no significant adverse energy impacts would occur as a result of the LDA.

Transportation

Traffic

Of the 28 intersections analyzed, the LDA would result in significant adverse traffic impacts at 14 intersections (at 25 movements) during the weekday AM peak hour, five intersections (at six movements) during the weekday midday peak hour, ten intersections (at 18 movements) during the weekday PM peak hour, and ten intersections (at 12 movements) during the Saturday peak hour. The impacts are summarized in the table below:

Summary of Significantly Impacted Traffic Movements: Lower Density Alternative

	Lower Density Alternative			
Intersection	**AM Peak Hour**	**Midday Peak Hour**	**PM Peak Hour**	**Saturday Peak Hour**
Winchester Boulevard and Braddock Avenue	SBLTR			
Hillside Avenue and Springfield Boulevard				WBL
Hillside Avenue and Braddock Avenue				WBL
Hillside Avenue and Winchester Boulevard	EBL NBTR SBL	SBL	WBL SBL SBTR	SBL
Hillside Avenue and Avenue C	SBL		SBL	
Hillside Avenue and Cross Island Parkway South Ramp	WBL SBLTR	WBL SBLTR	EBTR SBLTR	WBL SBLTR
Hillside Avenue and Cross Island Parkway North Ramp	EBL NBL			NBL
Hillside Avenue and Commonwealth Boulevard	EBL NBLTR	NBLTR	NBLTR	NBLTR
Winchester Boulevard and Creedmoor Campus Entrance	SBL			

Summary of Significantly Impacted Traffic Movements: Lower Density Alternative

	Lower Density Alternative			
Intersection	AM Peak Hour	Midday Peak Hour	PM Peak Hour	Saturday Peak Hour
Union Turnpike and Grand Central Parkway South	EBTR WBL		EBTR WBL	EBTR WBL
Union Turnpike and Stronghurst Avenue		EBL	EBL NBR	EBL
Union Turnpike and 234th Street				
Union Turnpike and Winchester Boulevard	EBTR WBL NBTR NBR SBL		EBTR WBL NBTR SBL	
Union Turnpike and 243rd Street	WBL NBLR			
Union Turnpike and Cross Island Parkway North Ramp	NBL			
Union Turnpike and Commonwealth Boulevard	WBL	WBL	WBL	WBL
Hillside Avenue and Range Street	EBL		EBL	EBL
Winchester Boulevard and Seward Avenue				
81st Avenue and 244th Street/Cross Island Parkway North Off-Ramp	NBLTR		NBLTR	NBLTR
Winchester Boulevard and Grand Central Parkway Off-Ramp				
Number of significantly impacted traffic movements	25	6	18	12
Number of unmitigated traffic movements	23	1	17	9

Notes: EB=Eastbound; WB=Westbound; NB=Northbound; SB=Southbound; L=Left turn; T=Through; R=Right turn

Parking

The LDA would include 2,022 DUs and approximately 2,482 parking spaces. The peak project parking demand of 2,589 spaces would be during the overnight hours. There would be an anticipated shortfall of approximately 107

spaces during the overnight or early morning hours, which would be accommodated by the surrounding area parking supply. Accordingly, the LDA would not result in a significant adverse impact with respect to parking.

Transit and Pedestrians

The LDA would not result in significant adverse impacts to nearby transit service and would not result in significant adverse impacts to the pedestrian elements analyzed.

Air Quality

The LDA would not result in significant adverse air quality impacts on the surrounding sensitive receptors, nor would nearby emission sources significantly impact the new residents of the LDA development.

The mobile source analyses determined that project-generated traffic resulting in concentrations of CO and fine particulate matter (PM_{10} and $PM_{2.5}$) at the analyzed intersections would not result in any violations of National Ambient Air Quality Standards (NAAQS). Further, the 8-hour CO incremental concentrations, and the 24-hour and annual incremental $PM_{2.5}$ concentrations were predicted to be below the City's *de minimis* criteria.

The CO, PM_{10} and $PM_{2.5}$ concentrations that would result from the LDA parking facilities would not exceed the applicable impact thresholds. Therefore, the proposed parking facilities would not result in a significant adverse impact on air quality.

The analysis of large emission sources shows that the existing State-permitted boilers at the Creedmoor Psychiatric Center would not result in significant adverse impacts on air quality at the Project Site.

Greenhouse Gas Emissions, Climate Change, and Disproportionate Burden

The conditions described below are in reference to the Proposed Project, as analyzed in the FEIS, but would also apply to the LDA. As such, it can be concluded that, like the Proposed Project, there would be no significant adverse impacts to GHG emissions, climate change, or disproportionate burden on disadvantaged communities.

The Project would not result in a significant adverse impact related to greenhouse gas (GHG) emissions, climate change and disproportionate burden. Following the Climate Leadership and Community Protection Act (CLCPA) approach to quantifying GHG emissions and the methodology provided in the *2021 CEQR Technical Manual*, the Project would emit an estimated 67,548 metric tons of carbon dioxide equivalent (CO_2e) per year, with approximately 76 percent of those emissions resulting from the proposed buildings and 24 percent of the emissions resulting from mobile sources. There are no designated Disadvantaged Communities (DACs), as required to be considered under CLCPA, within the Project Site or the study area within a one-half mile perimeter around the site. Therefore, the Project would not negatively affect DACs and would not result in a disproportionate burden.

As noted in the Design Guidelines, ESD would require all new developments on the Project Site to obtain Enterprise Green Communities Certification or meet a higher green building standard such as Passive House for residential building performance. With the proposed buildings designed to be all electric (with the associated emissions decreasing as the electric grid transitions to renewable energy per CLCPA requirements), along with other sustainability measures that would be included in the design, the Project would support the applicable New York City GHG reduction goals and the goals of the CLCPA. In addition, all new developments on the Project Site would be designed to be resilient to the likely effects of climate change. The Project would not prolong the reliance of fossil fuels and would not impede the City or State from achieving the climate commitments. Therefore, the Project would be consistent with the CLCPA and the City's GHG emission reduction goals.

Noise

A noise assessment was conducted to determine whether the LDA would significantly increase sound levels from mobile and stationary sources at existing noise receptors, and if the new noise receptors that would be introduced would be in an acceptable ambient sound level environment.

The predicted With-Action L_{eq} noise levels (including the projected increase in No-Action mobile sources) would range from 58.5 to 72.0 dBA and L_{10} levels would range from 59.3 to 74.8 dBA. The analysis finds that because noise increases at all locations are less than 3 dBA, significant adverse impacts from mobile sources from the Proposed Actions are not predicted to occur. The maximum noise level increase from the proposed playgrounds at the existing receptors would be 4.6 dBA, which is below the 5-dBA *CEQR Technical Manual* threshold for significance, because the existing noise level is 60 dBA or less. Regarding new noise receptors, environmental controls would be put in place to avoid the potential for significant adverse noise impacts to interior locations identified along the facades of proposed buildings A1, A2, A3, A4, B1, B2, C3, D1, F4, and the proposed school, as detailed below:

Predicted With-Action Noise Level and Required Building Attenuation Value

Proposed Building	L_{10} (dBA)	Facade	Required Attenuation (dBA)
A1	74.1	All Facades	31
A2	72.3	Facing Playground	28
A3	72.5	Facing Playground	28
A4	71.3	All Facades	28
B1	70.9	Facing Playground	28
B2	70.7	Facing Playground	28
C3	70.9	Facing Playground	28
D1	71.6	Facing Playground	28
School	75.1	All Facades	31

Source: VHB, 2025

The LDA would be required to provide sufficient window-wall attenuation to maintain the *CEQR Technical Manual* interior noise level requirement of 45 dBA or lower. As such, no significant adverse noise impacts would occur.

Public Health

The LDA would not result in a significant adverse impact to public health. As described in the relevant analyses of the FEIS, the LDA would not result in unmitigated significant adverse impacts in the areas of hazardous materials, water quality, operational noise, or air quality, and therefore would not have the potential for a public health impact related to these technical areas. The LDA would result in significant adverse construction period noise impacts, however, these construction noise impacts would be temporary and would not cause a public health impact.

Neighborhood Character

The LDA would not result in a significant adverse impact to neighborhood character. The LDA, upon completion, would not result in significant adverse impacts in the technical areas of land use, zoning, and public policy;

socioeconomic conditions; open space; urban design and visual resources; shadows; or operational noise. The LDA would result in impacts to historic resources, libraries, and transportation, and temporary impacts to early childhood programs and active open space.

Regarding transportation, the assessment concludes that, while there would be increased transportation activity because of the LDA, the resulting conditions would be similar to those seen in the urban neighborhoods defining the study area and would not result in density of activity or service conditions that would be out of character with the surrounding neighborhood. The anticipated significant adverse impacts to community facilities and services would include impacts to libraries and temporary impacts to early childhood programs—neither of which are defining features of the neighborhood. The impacts to early childhood programs would occur only during Phase B of the construction period until the proposed on-site childcare facility is operational in Phase C. Similarly, there would be a temporary significant adverse impact to the availability of active open space resources during construction of Phase B until the completion of the proposed active open space facilities in Phase E, but a diminution of the ratio of acres of active open space resources to residents would not result in a significant adverse impact to neighborhood character because it would be temporary and because the study area includes the 635-acre Alley Pond Park, which would provide ample capacity to ameliorate demand during the temporary impact. Regarding historic resources, the assessment concludes that the architectural resources to be demolished as part of the LDA generally do not contribute to the character of the surrounding neighborhood because they are part of a gated campus with limited public access. As such, the impacts to transportation, historic resources, and libraries, and the temporary impacts to the availability of early childcare programs and active open space would not result in a significant adverse neighborhood character impact. Additionally, the analysis of neighborhood character concludes that there would be no potential for a significant adverse neighborhood character impact to occur as a result of a combination of the significant adverse impacts discussed above and the moderate (i.e., not significant) effects as to other issues of environmental concern assessed in the FEIS.

Construction

Governmental oversight of construction in New York City is extensive and involves a number of City, State, and Federal agencies, each with specific areas of responsibility. Construction at the Project Site would be subject to government regulations and oversight described in Construction Regulations and General Practices and would employ the general construction practices described in **Chapter 20, Construction** in the FEIS. The LDA would also comply with the requirements of the New York City Noise Control Code.

Open Space

Construction activities would not displace any existing publicly accessible open space resources. While several existing (i.e., Detective William T. Gunn Playground) and project-generated open spaces may be temporarily affected by noise from construction activities, access to these open spaces would not be impeded at any point during any phase of construction. The LDA would introduce approximately 4.4 acres of publicly accessible open space to the Project Site, of which 3.5 acres would be passive open space (including open lawns and walking paths with benches and landscaping for passive recreation) and 0.90 acres of active open space (including seven playgrounds—one of which would be associated with the proposed school—and a 14,580-sf area for courts). The use of these proposed open spaces to be constructed as part of the project would be temporarily affected by the construction of adjacent buildings. However, access to these project-generated open spaces would not be impeded during construction, and measures would be implemented to control air emissions, dust, noise, and vibration on the construction site.

However, as the LDA would be developed in phases, the LDA would result in a temporary significant adverse impact as to the sufficiency of active open space resources during a portion of the LDA's construction period until the Project's principal active open space uses are constructed and available for public use. More specifically, during the construction of Phase B, the active open space ratio would drop below the *CEQR Technical Manual's* guideline of 2.0 acres per 1,000 residents. The temporary significant adverse impact to active open space would remain until the onsite courts, Town Center, and playgrounds are constructed, which would occur between the construction of Phase B through Phase E. Once these onsite active recreation spaces are completed and operational, the temporary active open space impact would be fully avoided.

Historic Resources

As discussed above, the construction of the LDA would not result significant adverse impacts on archaeological resources, but the construction of LDA would result in significant adverse impacts on historic architectural resources.

Transportation

The Construction Transportation subsections below are reflective of the Proposed Project as analyzed in the FEIS. As the LDA would result in a similar development program to the Proposed Project, but without the development of Phase F, the LDA would be expected to result in similar construction transportation impacts to that of the Proposed Project.

Traffic

The projected construction activities would yield less total traffic than the amount of traffic projected for the Proposed Project. However, significant traffic impacts could still occur at some of the study area locations during construction, similar to the traffic impacts of the LDA upon its completion, which are summarized above. Under the illustrative construction schedule, the peak quarter of construction is the third quarter of year 2038, during which construction activities would generate 130 construction worker auto trips and 18 construction truck trips during the AM construction peak hour, and 130 construction worker auto trips and four construction truck trips during the PM construction peak hour. Construction trucks would be required to use the New York City Department of Transportation (NYCDOT)-designated truck routes to travel to the project area and would then use local streets to access the construction sites.

In addition to construction-related vehicle trips, trips generated by components of the Proposed Project would be expected to be completed by the 2038 construction peak year. These operational trips (that is, trips generated by the occupancy of the Proposed Project) were also incorporated into the construction traffic analysis.

Parking

Construction workers would generate an estimated maximum daily parking demand of 162 spaces during the Q3 2038 peak construction quarter. This parking demand could be accommodated by off-street and on-street parking constructed in other areas within the Project Site by the Q3 2038 peak quarter, and surrounding on-street parking. Therefore, construction for the Proposed Project would not result in a parking shortfall.

Transit and Pedestrians

Based on census data for the construction industry, it is anticipated that approximately 20 percent of construction workers would commute to the Project Site by public transportation. During the third quarter of 2038, when construction worker volumes would be highest, construction would be expected to generate 278 daily

construction workers (56 workers would be expected to use public transportation). It is expected that the majority of construction workers (80 percent) would arrive during the AM construction peak hour and depart during the PM construction peak hour, and they would generate approximately 45 construction worker trips by public transportation during the AM and PM construction peak hours. The construction worker pedestrian trips would be below the *CEQR Technical Manual*'s 200 pedestrian threshold for detailed analysis; therefore construction activities are not expected to result in transit or pedestrian impacts.

Air Quality

Measures required to reduce pollutant emissions during construction include all applicable laws, regulations, and the City's building codes. These include dust suppression measures, idling restriction, and the use of ultra-low sulfur diesel (ULSD) fuel and best available tailpipe reduction technologies. Additionally, the Project is committed to exclusively use Tier 4 equipment or higher. With the implementation of these emission reduction measures, which will be required of the developers constructing the new buildings at the Project Site, the dispersion modeling analysis of construction-related air emissions for both on-site and on road sources determined that particulate matter ($PM_{2.5}$ and PM_{10}), annual-average nitrogen dioxide (NO_2), and carbon monoxide (CO) concentrations would be below their corresponding *de minimis* thresholds or National Air Quality Ambient Standards (NAAQS), respectively. Therefore, construction of the LDA would not result in significant adverse air quality impacts during construction.

Noise

Construction of the phased development would involve standard construction activities and practices for buildings in New York City. Foundation installation and superstructure phases of construction are typically when the noisiest activities occur. The exterior and interior fit-out phases of construction typically involve minimal exterior equipment and substantially quieter noise conditions. The Project Site is near existing residential, community facility, and commercial land uses, and the introduction of new residences would occur throughout construction of the phased development. Based on the proximity of these noise-sensitive land uses, there is the potential for construction to cause significant adverse noise impacts. Sensitive receptors would be exposed to adjacent construction activity throughout the different phases of construction period for the LDA. Each phase of construction is expected to take approximately 2 years.

Construction noise from mobile sources (that is, construction trucks and construction worker vehicles) has been evaluated from 6:00 AM to 7:00 AM, when construction traffic would be greatest since this is the period that most worker vehicles and trucks arrive at the Project Site. This is a period prior to construction activities and noise from stationary construction equipment would not occur. Construction noise from mobile sources would not increase by 3 dBA or more, and there would be no significant adverse noise impact due to construction mobile sources.

Construction noise from stationary sources (that is, construction equipment, which are evaluated as stationary sources even if they may be moved from one location to another within the construction site) was evaluated for six phases of construction. For each phase, there would be foundation, superstructure, exterior cladding, and interior fit-out phases of construction of the proposed buildings.

The potential for significant adverse construction noise impact depends on the intensity and duration of construction activities. To be compliant with New York City noise code, construction noise cannot exceed 85 dBA for a prolonged period of time. If construction noise levels would occur in an area continuously for 24 months or more, a detailed construction noise analysis is warranted and there is a potential for significant adverse noise impact. Construction noise occurring for shorter durations would not typically result in significant adverse noise

impact unless there is a higher intensity of noise. For example, construction may cause significant adverse impact if exterior noise levels would increase by 15 dBA or more for 12 months or more or 20 dBA or more for a period of 3 months or more. These criteria apply to residential, community facility, and commercial office spaces, but do not apply to retail spaces. The analysis also investigates interior L_{10} noise levels to compare with the *CEQR Technical Manual* interior noise guideline of 45 dBA(L_{10}) for residential and community facility uses in order to determine if a receptor would experience significant adverse construction noise impact and if potential mitigation at the receptor is needed.

The LDA's significant adverse construction noise impacts are summarized below:

Summary of Significant Adverse Construction Noise Impacts		
Receptor	**Location**	**Phase**
REC06	Existing Building 21	Phase B and Phase E
REC07	Existing Building 20	Phase B and Phase D
REC12	Proposed Building A1	Phase B
REC19	Proposed Building B1	Phase C and Phase D
REC17	Proposed Building B4	Phase D
REC22	Proposed Building C3	Phase D
REC23	Proposed Building C4	Phase D
REC36	Existing Building 18	Phase D
REC37	Existing Building 62	Phase D
REC05	82-53 to 82-63 Country Pointe Circle	Phase D

Construction work would be required to adhere to New York City's construction noise regulations, including the requirement to prepare and implement a Construction Noise Mitigation Plan and to construct an 8-foot-tall construction noise barrier, which is assumed in the noise modeling analysis. Even with these measures, construction noise would still exceed the thresholds for significant construction noise impact at certain receptor locations during certain phases of the construction work. The noise assessment modeled the worst-case peak hourly noise levels that would result from all construction equipment operating at the same time, and consequently is conservative in predicting significant increases in noise levels. Typically, the loudest hourly noise level during each month of construction would not persist throughout the entire month. Furthermore, this analysis is based on conceptual site plans and construction schedules. Construction equipment numbers are conservatively estimated for each building, meaning the same types of equipment are assumed to be needed for each building in the development phase, and all are assumed to be operating at the same time. However, ESD would select a developer for each phase and that developer would have a specific construction management plan that would likely result in more efficient construction methods (fewer pieces of construction equipment than what has been modeled) that would minimize the number of pieces of equipment operating simultaneously.

Vibration

Construction activities have the potential to generate ground-borne vibration that can potentially cause structural or architectural damage or annoy people in nearby vibration-sensitive spaces, such as residences. The buildings of most concern with regard to the potential for structural or architectural damage due to vibration would be S/NRHP-eligible historic buildings within 90 feet of the Project Site's demolition and/or construction activities at

(Buildings #18, #19, #20, #21, #36, #42, #46, #57, #58, #60, #61, #62, and #70). Vibration levels at these buildings and structures within 29 feet of a proposed building may exceed the 0.50 inches/second PPV during typical pile driving. The distances to potential structural damage from most other construction equipment (i.e., drilling, bulldozers, or jackhammers) is 8 feet or less. Therefore, there is limited potential for structural damage to most buildings from most construction activities. Additionally, ESD would require no pile driving unless other construction methods are not feasible. Since these historic buildings and structures would be within 90 feet of demolition and/or construction activities at the Project Site, vibration monitoring at these structures would be required as part of the Construction Protection Plan (CPP) as per the New York City Department of Buildings Technical Policy and Procedure Notices (DOB TPPN) #10/88 regulations, and PPV during construction would be prohibited from exceeding the 0.50 inches/second threshold. With these precautions in place, no significant adverse vibration impacts on historic buildings are anticipated.

For non-historic buildings and other structures immediately adjacent to demolition and/or construction activities at the Project Site, vibration levels within 25 feet may result in PPV levels between 0.50 and 2.0 in/sec, which is generally considered acceptable for a non-historic building or structure.

In terms of construction vibration causing potential annoyance, the threshold for potential annoyance is typically 75 VdB inside buildings. Assuming a 10 VdB outdoor to indoor vibration attenuation, there is potential for human annoyance within 107 feet from pile driving and up to 29 feet for most other equipment. These construction activities would only occur for limited periods of time at any particular location and therefore would not result in a significant adverse impact.

Other Technical Areas

Within the Project Site, 14 individual historic resources are in the S/NRHP-eligible Creedmoor Psychiatric Center Historic District, all of which are S/NRHP-eligible. All of the Project Site's existing buildings except for Building #70 are proposed to be demolished in order to construct the LDA. For all remaining buildings contributing to the S/NRHP-eligible Historic District, both on-site and those within 90-feet of demolition and/or construction activities at the Project Site, construction-related impacts on these historic resources will be avoided through the protections established in a CPP, which would be developed in consultation with ORPHP and would comply with the procedures set forth in TPPN #10/88 and other New York City Building Code regulations. With regard to hazardous materials, if identified, contaminants at the Project Site would be addressed through the implementation of a RAP, CHASP, and CAMP. Additionally, there are no sensitive natural resources on the Project Site that would be impacted by construction activities for the LDA. Additionally, each development phase of the LDA would be required to develop and implement a Stormwater Pollution Prevention Plan (SWPPP), which addresses erosion and sediment control, stormwater management, and pollution prevention practices during the construction process. With the implementation of a SWPPP there will be no impacts to water resources due to construction. With these measures in place, the LDA would not result in significant adverse construction-related impacts to historic and cultural resources, hazardous materials, or natural resources.

Mitigation

In accordance with the *CEQR Technical Manual*, where significant adverse impacts are identified, mitigation to reduce or eliminate the impacts to the fullest extent practicable is developed and evaluated. Where potential significant adverse impacts have been identified—community facilities (early childhood programs and libraries), historic and cultural resources, transportation (traffic), construction traffic, and construction noise—measures are examined to mitigate the anticipated impacts. Where no feasible and practicable mitigation can be identified, impacts would remain unavoidable significant adverse impacts of the Proposed Actions.

Community Facilities and Services

Early Childhood Programs

Required mitigation measures to address the temporary significant adverse impact to publicly funded early childhood programs were explored by ESD, including changing the proposed phasing to include the proposed childcare center in Phase B instead of Phase C. ESD will work with the developers of Phase A or B to build the proposed childcare center either in Phase A or in Phase B. Should ESD in coordination with the developer determine that it is infeasible or impracticable to build the early childhood center in Phase A or B, then the impact to early childhood programs would be unmitigated and considered to be an unavoidable temporary significant adverse impact.

Libraries

Potential mitigation measures to address the identified significant adverse impact to public libraries were explored and refined in consultation with QPL. As mitigation, and in accordance with discussions between ESD and QPL that took place between the publication of the DEIS and FEIS, a financial contribution to QPL will be provided by New York State, developers responsible for construction of the project, or a combination of the same. The financial contribution will provide QPL with funds to purchase additional books for the two branches closest to the Project Site (the Bellerose and Glen Oaks branches) so that the branches' per resident holdings would not be significantly reduced by the new residential population of the LDA. ESD will consult with QPL prior to the project phase in which the significant adverse impact to public libraries is first expected to occur. The mitigation measure would be implemented before the Temporary Certificate of Occupancy is issued for the building that triggers the significant adverse impact to public libraries. If an adequate mitigation measure is not implemented, the significant adverse impact would be unmitigated.

Open Space

The Proposed Actions would result in a temporary significant adverse impact to active open space resources. The temporary impact would begin during the construction of Phase B, when the active open space ratio would fall below 2.0 acres of active open space per 1,000 residents, and would last until all active open space resources on the Project Site are operational at the end of construction of Phase E. The proposed onsite active open space resources would fully mitigate the temporary significant adverse impact. Each phase of new development of the LDA would include an active open space area such as a playground. Developing all of the active open space within Phases A and B only would concentrate all active open spaces in the southwest portion of the Project Site and would not allow for the proposed active open spaces to be both distributed throughout the Project Site and centrally located for all residents. In addition, the development of all proposed active open spaces would eliminate 0.9 acres for construction of residential uses in Phase A and B, resulting in a reduction of the project program by approximately 41 dwelling units. Potential mitigation measures to address the temporary significant adverse impact to active open space were explored between the DEIS and FEIS. For the reasons stated above, altering the development program to include all active open space in Phases A and B is not feasible in light of the Proposed Actions' purpose and need. Accordingly, the temporary significant adverse impact to active open spaces resources would be unmitigated.

Historic and Cultural Resources

The Proposed Actions would result in a significant adverse impact to historic resources. As such, mitigation measures have been developed to address the direct significant adverse impact arising from the demolition of 13

historic buildings on the Project Site, and redesign of the Project Site grid and open space, as well as the significant contextual impacts on the remaining historic resources within the Historic District that are outside of the Project Site and one historic resource in the Project Site that is proposed to be adaptively reused. Under the New York SHPA, demolition of a historic resource is an Adverse Impact that triggers the need to explore feasible and prudent alternatives which would avoid or mitigate any adverse impacts. ESD prepared an Alternatives Analysis to consider alternatives to avoid or minimize the adverse impact to the S/NRHP-eligible Creedmoor Psychiatric Center Historic District. OPRHP reviewed the Alternatives Analysis and in correspondence, dated June 13, 2025, concurred that there were no prudent and feasible alternatives to the Proposed Project. Mitigation measures are stipulated in an LOR that was developed by ESD in consultation with OPRHP and amended following the completion of the FEIS to reflect the LDA (see attached Amended Letter of Resolution). The mitigation plan would include documenting the Creedmoor Psychiatric Center Historic District, protecting existing historic district structures to remain on the Project Site or in the Study Area that are within 90 feet of demolition and/or construction through the development and implementation of a CPP, salvage and reuse of intact building components proposed for demolition, if feasible, installation of on-site interpretative information about the existing S/NR-eligible Historic District, and architectural design review and on-going consultation with the OPRHP regarding the adaptive reuse of Building #70. Because mitigation measures would only partially mitigate the significant adverse impact, there would be an unavoidable significant adverse impact to historic resources.

Transportation

Of the 28 intersections analyzed, the LDA would result in significant adverse traffic impacts at 14 intersections (at 25 movements) during the weekday AM peak hour, five intersections (at six movements) during the weekday midday peak hour, ten intersections (at 18 movements) during the weekday PM peak hour, and ten intersections (at 12 movements) during the Saturday peak hour.

The recommended traffic improvement measures in the form of signal timing modifications are summarized in FEIS Tables 21-6, 21-7, 21-8 and 21-9, which are incorporated by reference. The implementation of these measures is subject to the review and approval of NYCDOT, which has jurisdiction over City streets. If implemented, the measures could fully mitigate significant adverse traffic impacts at one intersection during both the weekday AM and PM peak hours, four intersections during the weekday midday peak hour, and three intersections during the Saturday peak hour. Thirteen intersections would remain unmitigated during the weekday AM peak hour (one of the 13 intersections could be partially mitigated), one intersection would remain unmitigated during the weekday midday peak hour (impacts to this intersection could be partially mitigated), nine intersections would remain unmitigated during the weekday PM peak hour, and seven intersections would remain unmitigated during the Saturday peak hour.

Construction

Construction Transportation

Mitigation for construction transportation is specific to the Proposed Project as detailed in the FEIS. The LDA is expected to result in similar construction traffic impacts to that of the Proposed Project, and therefore, similar mitigation measures would be exercised. The recommended mitigation measures for construction traffic are set forth in FEIS Tables 20-10 and 20-11 which are incorporated by reference. The implementation of these measures is subject to the review and approval of NYCDOT, which has jurisdiction over City streets. If implemented, one intersection could be fully mitigated during the AM construction peak hour. During the PM construction peak

hour, significant traffic impacts could be fully mitigated at one intersection and could be partially mitigated at one intersection.

Construction Noise

The Proposed Actions would result in construction-period noise impacts at multiple receptor locations, warranting mitigation. The construction work would be required to adhere to New York City's construction noise regulations, including the requirement to prepare and implement a Construction Noise Mitigation Plan and to construct an 8-foot-tall construction noise barrier, which is assumed in the noise modeling analysis. Even with these measures, construction noise would still exceed the thresholds for significant construction noise impact at certain receptor locations during certain phases of the construction work.

The identified significant adverse construction noise impacts would be fully mitigated at five proposed building sensitive receptors (Buildings B1, B4, C3, C4, and A1) with specified window/wall attenuation requirements as summarized in the table below:

Proposed Building Noise Attenuation Requirements

Proposed Building	Receptor	Phase of Impact	Attenuation Required	Façades
A1	REC12	B	35 dBA	Northern and 100 feet of the Eastern and Western
B1	REC19	C, D	37 dBA	Northern and 100 feet of the Eastern and Western
B4	REC17	D	37 dBA	Northern and 100 feet of the Eastern and Western
C3	REC22	D	33 dBA	Western and 100 feet of the Northern and Southern
C4	REC23	D	35 dBA	Western and 100 feet of the Northern and Southern

With the above attenuation requirements, the identified significant adverse construction noise impacts at Buildings A1, B1, B4, C3, and C4 would be fully mitigated.

The significant adverse construction noise impact at Existing Building #20 (REC07) and #62 (REC37) could be fully mitigated with window attenuation, to the extent feasible, for the eastern building façade (plus 100 feet of the northern and southern façades). Should window attenuation be determined to be infeasible, ESD would require a 16-foot-tall construction fence on the eastern building façade, where feasible and practicable, which would provide partial mitigation for Existing Building #20 and #62. ESD will require the construction noise impact at the residences at Country Pointe Community (REC 05) to be partially mitigated with the use of a 16-foot-tall construction fence on the eastern façade, where feasible and practicable.

OMH has indicated that Existing Building #21 (REC06) will have double-paned windows installed in the near future, which would fully mitigate construction noise impacts at this receptor. No mitigation is required for Existing Building #18 because it has newly installed double-paned windows.

Noise from construction activities and some construction equipment is regulated by the New York City Noise Control Code. The New York City Noise Code (Section 24-228) limits noise from non-impulsive construction

equipment to a maximum of 85 dBA as measured 50 feet from the source. The code also limits noise from paving breakers, such as jackhammers, to 95 dBA at a distance of 1 meter and requires that a pneumatic discharge muffler be used that provides an insertion loss of 5 dBA.

In addition, the New York City Noise Control Code limits construction activities to weekdays between the hours of 7:00 AM and 6:00 PM and requires that a Construction Noise Mitigation Plan be implemented. Project-specific noise control measures are described in the Construction Noise Mitigation Plan and can include a variety of source and path controls. A primary source of construction noise is pile driving, which was assumed in the noise modeling analysis. However, as mitigation, ESD would prohibit the use of pile driving unless other construction methods are infeasible.

Alternatives

As detailed in **Chapter 21, Alternatives** in the FEIS, the alternatives listed below, including the LDA, were analyzed in comparison to the Proposed Project. The LDA was selected by ESD as the Project and is reflected throughout this document.

No-Action Alternative

The No-Action Alternative is the future without the Proposed Actions (the No-Action condition). Absent the Proposed Project or the development of the LDA, it is assumed that no new development would occur on the Project Site. The existing vacant buildings on the Project Site are expected to remain underutilized and would continue to deteriorate. Building #4, where SNAP is currently located, would be vacated by the analysis year, as SNAP has identified a new location to relocate its facility outside of the Creedmoor campus independent of the Proposed Project. Aside from Building #4, it is anticipated that currently occupied buildings (#26, #77, #78, and #777) would remain occupied by existing uses (storage), while the currently vacant buildings would remain vacant.

Prior to the analysis year and independent of the Proposed Project, OMH plans to construct transitional living residences (TLRs) in two new buildings on the Creedmoor campus, outside of the Project Site, at the Winchester Boulevard entrance of the south campus. Each new building will be approximately 13,000 sf, containing approximately 25 residents and 25 to 30 staff. The existing TLR staff and patients in Building #40 would relocate into these two new buildings, which will allow for four new inpatient units in Building #40, with approximately 200 new staff assigned to those units.

Unlike the Proposed Project or the LDA, under the No-Action Alternative, significant adverse impacts related to libraries, historic resources, and traffic, in addition to temporary significant adverse impacts to early childhood centers, active open space, and construction-period traffic and noise would not occur. However, the No-Action Alternative would result in continued underutilization of the Project Site, offering no public access or amenities to the surrounding area. The No-Action Alternative would not introduce affordable and market-rate housing, public open space, or any new community facility spaces, and therefore, the housing and public realm benefits expected from the Proposed Project would not be realized under the No-Action Alternative and the purpose and need of the Proposed Project would not be met. Accordingly, the No-Action Alternative is not selected.

Lower Density Alternative

Compared to the Proposed Project, the Lower Density Alternative would have 753 fewer residential units (an approximately 31 percent reduction in units), including 481 fewer homeownership units and 272 fewer rental units. In terms of affordable rental units, the Lower Density Alternative would include 288 units, compared to 428 units in the Proposed Project (a reduction of 140 units, or approximately 33 percent),

Like the Proposed Project, the Lower Density Alternative would include a mix of non-residential uses including a reduced amount of local retail as compared to the Proposed Project (approximately 67,467 gsf); a possible 50,000 gsf of community recreation center; 16,403 gsf for older adult centers; 8,093 gsf for an early childhood education center; 120,000 gsf for a public school (subject to SCA funding and school capacity needs); approximately 2,482 parking spaces distributed amongst garages, lots, driveways, and street parking; and 10.2 acres of open space, of which 4.4 acres would be publicly accessible. The Lower Density Alternative could also include an urgent care center at one of the project buildings in lieu of approximately 12,150 gsf of local retail space.

The Lower Density Alternative would not result in significant adverse impacts to land use, zoning, and public policy; socioeconomic conditions; shadows; urban design and visual resources; natural resources; hazardous materials; water and sewer infrastructure; solid waste and sanitation services; energy; air quality; greenhouse gas emissions and climate change; noise; public health; or neighborhood character. However, the Lower Density Alternative is anticipated to result in significant adverse impacts similar to that of the Proposed Project related to libraries, historic resources, and traffic, in addition to temporary significant adverse impacts to early childhood programs, active open space, and construction-period traffic and noise. As compared to the Proposed Project, the Lower Density Alternative would result in fewer significant adverse traffic impacts – three fewer significantly impacted intersections during the weekday AM peak hour, one fewer significantly impacted intersection during the weekday midday and Saturday peak hours, and two fewer significantly impacted intersections during the weekday PM peak hour. In total, the Lower Density Alternative would result in significant traffic impacts to 14 intersections during the weekday AM peak hour, five intersections during the weekday midday peak hour, and ten intersections during the weekday PM and Saturday peak hours.

Traffic improvements, similar to the measures proposed for the Proposed Project, could fully mitigate significant traffic impacts at one intersection during the weekday AM and PM peak hours, four intersections during the weekday midday peak hour, and three intersections during the Saturday peak hour. Significant traffic impacts could be partially mitigated at one intersection during the weekday AM and midday peak hours.

The Proposed Project would result in the retention of one building (Building #777), the adaptive reuse of two existing buildings (Buildings #70, and #77), and the construction of a school, two parking garages, 27 multi-family buildings, 42 triplexes, and 86 semi-detached homes. By comparison, the Lower Density Alternative would result in the adaptive reuse of one existing building (Building #70) and the construction of a school, parking garage, 19 multi-family buildings, 42 triplexes, and 86 semi-detached homes.

Like the Proposed Project, the Lower Density Alternative has the potential to result in significant adverse impacts with respect to community facilities (libraries), historic resources, and transportation (traffic) and would also result in temporary significant adverse impacts to early childhood centers, active open space, and construction-period traffic and noise. 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 the significant adverse impacts, and there are no reasonable alternatives to either the Proposed Project or this alternative that would meet the purpose and need, eliminate potential impacts, and not cause other or similar significant adverse impacts.

As the Lower Density Alternative would result in a similar but reduced development program to the Proposed Project, like the Proposed Project, the Lower Density Alternative would not induce significant new growth or substantial changes in the area surrounding the Project Site.

Like the Proposed Project, the Lower Density Alternative would constitute an irreversible and irretrievable commitment of the Project Site as a land resource, rendering land use for other purposes highly unlikely in the foreseeable future. The long-term commitment of land resources needed for the Lower Density Alternative would be balanced by the project's beneficial aspects, such as affordable housing and homeownership opportunities,

economic development, job creation, public realm improvements, and sustainability measures in accordance with City and State policy goals. Further, the commitment of underutilized State-owned land resources comprising the Project Site, for the purpose of providing affordable and market-rate housing in this location, would serve important public policy goals. Therefore, considered together, the irreversible and irretrievable commitment of resources under Lower Density Alternative would not represent a significant adverse impact. While the Lower Density Alternative would result in a lower residential density than that of the Proposed Project, it would still meet the intended purpose and need of the Proposed Project: namely, the production of housing units, including affordable and supportive housing, and the effectuation of public realm benefits, including the approximately 4.4 acres of public open space, included in the Proposed Project.

ESD has chosen the LDA instead of the Proposed Project because the LDA continues to meet the intended purpose and need of the Proposed Project and is responsive to input from local elected representatives and the local community.

Union Turnpike Access Alternative

The Union Turnpike Access Alternative considers the Proposed Project and the LDA with an additional access point to the Project Site from Union Turnpike with entry and exit access, as depicted in FEIS Figure 21-2. This alternative would reduce the number of circuitous project-generated trips, particularly for trips related to the north development section. The proposed access would be a signalized intersection along Union Turnpike at Avenue C and would realign movements from the existing eastbound Union Turnpike ramp at Avenue C to occur within the Project Site.

The primary physical difference between the Proposed Project and LDA with the Union Turnpike Access Alternative and the Proposed Project and LDA without the Union Turnpike Access Alternative is a change in the roadway network to allow for direct access to and from Union Turnpike and to provide for signal-control at this new intersection. Also, the existing ramp from eastbound Union Turnpike that is used by Department of Education (DOE) vehicles to access the DOE campus to the northeast would be relocated within the Project Site. All other aspects of the Proposed Project and LDA are the same under the Union Turnpike Access Alternative, including the proposed location of buildings and proposed development program.

Like the LDA, the Union Turnpike Access Alternative would not result in significant adverse impacts to land use, zoning, and public policy; socioeconomic conditions; shadows; urban design and visual resources; natural resources; hazardous materials; water and sewer infrastructure; solid waste and sanitation services; energy; air quality; greenhouse gas emissions and climate change; noise; public health; or neighborhood character. However, the Union Turnpike Access Alternative is anticipated to result in significant adverse impacts similar to that of the LDA related to libraries, historic resources, and traffic, in addition to temporary significant adverse impacts to early childhood centers, active open space, and construction-period traffic and noise.

The Union Turnpike Access Alternative in combination with the LDA was evaluated from a transportation perspective. For that combination of alternatives, eight of the traffic analysis locations would experience reduced traffic volumes when compared to the LDA by itself while no intersections would experience increased traffic volumes. None of the intersections analyzed are expected to incur significant traffic impacts different than the LDA by itself. Similarly, the mitigation findings are expected to be the same (i.e., intersections that could be mitigated under the LDA would also be mitigatable under the Union Turnpike Access Alternative with similar traffic improvements while intersections with unmitigated traffic impacts under LDA would also be unmitigated under the Union Turnpike Access Alternative).

For these reasons, ESD selects the LDA with the Union Turnpike Alternative as the preferred project. The implementation of the Union Turnpike Alternative, however, is subject to the review and approval of NYCDOT, which has jurisdiction over Union Turnpike. If NYCDOT does not consent to the implementation of the Union Turnpike Alternative, ESD will implement that LDA without the Union Turnpike Alternative.

No Unmitigated Significant Adverse Impacts Alternative

The No Unmitigated Impact Alternative considers development that would eliminate the Proposed Project's unmitigated significant adverse impacts. The Proposed Project would result in significant adverse impacts to community facilities (libraries), historic resources, and transportation (traffic). In addition, the Proposed Project would result in temporary significant adverse impacts to early childhood centers, active open space, and construction-period traffic and noise.

There is no practicable alternative that could be developed to avoid the unmitigated significant adverse impacts of the Proposed Project. In order to eliminate the Proposed Project's unmitigated significant adverse impacts in the areas of libraries, historic resources, and transportation, the Proposed Project would have to be reduced in size or modified to a point where it would not realize the goals and objectives of the Proposed Project and the housing, including affordable and supportive housing, and public realm benefits (approximately 4.4 acres of public open space) expected from the Proposed Project would not be realized. Therefore, there is no practicable alternative that could be developed to avoid the unmitigated significant adverse impacts of the Proposed Project.

Unavoidable Significant Adverse Impacts

As described above, the LDA has the potential to result in significant adverse impacts with respect to community facilities (libraries), historic resources, and transportation (traffic). In addition, the LDA would result in temporary significant adverse impacts to early childhood centers, active open space, and construction-period traffic and noise. 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 the significant adverse impacts, and there are no reasonable alternatives to the LDA that would meet the purpose and need, eliminate potential impacts, and not cause other or similar significant adverse impacts.

Growth-Inducing Aspects of the Proposed Actions

The Proposed Actions include an override of the Zoning Resolution of the City of New York applicable only on the Project Site, through ESD's affirmation of the modified GPP. The modified GPP would override the existing zoning to facilitate the development of the LDA with new land uses, building intensities, and urban design, but these changes and the applicability of the modified GPP would be limited to the Project Site. As such, the Proposed Actions would not facilitate development outside of the Project Site and the potential for the LDA to alter land use and economic patterns or induce substantial growth beyond the Project Site would be minimal. Additionally, there are no known rezonings or other zoning changes proposed or planned in the area surrounding the Project Site.

As described in **Socioeconomic Conditions**, the LDA would not introduce any new trends that could significantly alter the socioeconomic character of the surrounding area. Outside of the Project Site, the defined study area has existing retail and commercial areas, primarily concentrated along sections of Braddock Avenue, Hillside Avenue, and Union Turnpike, which would likely benefit from increased consumer draw. The LDA's development of 67,467 gsf of retail does not meet the 200,000-gsf threshold set by the *CEQR Technical Manual* to constitute substantial new commercial development. Thus, the existing businesses in the defined study area are not expected to suffer any significant adverse indirect business displacement impact from the LDA and may instead see benefits. Similarly,

while the LDA would introduce new housing, a significant portion of this supply would be affordable. This in combination with the separate demand dynamics between the rental and ownership markets in the study area, and the fact that, historically, changes in the ownership housing market and increases in home values in the study area have not significantly affected rental prices or availability in the area, it is not anticipated that the LDA would create or accelerate a trend of increasing rents in the study area that would indirectly displace vulnerable lower-income renters.

Furthermore, as described in **Water and Sewer Infrastructure**, the infrastructure for public water and sewer in the study area is already well developed such that improvements associated with the LDA would not induce additional growth or overburden the existing system.

Although the Proposed Actions would result in increased development, it is not anticipated that the LDA would result in substantial new development in nearby areas that would generate significant secondary impacts.

Irreversible and Irretrievable Commitments of Resources

The LDA constitutes an irreversible and irretrievable commitment of the Project Site as a land resource, rendering land use for other purposes highly unlikely in the foreseeable future. The long-term commitment of land resources needed for the LDA would be balanced by the project's beneficial aspects, such as affordable housing and homeownership opportunities, economic development, job creation, public realm improvements, and sustainability measures in accordance with City and State policy goals. Further, the commitment of underutilized State-owned land resources comprising the Project Site, for the purpose of providing affordable and market-rate housing in this location, would serve important public policy goals. Therefore, considered together, the irreversible and irretrievable commitment of resources would not represent a significant adverse impact.

Certification of Findings

Having considered the FEIS, and having considered the preceding written facts and conclusions relied upon to meet the requirements of 6 NYCRR 617.9, ESD finds and certifies that:

1. The requirements of Article 8 of the New York State Conservation Law and the implementing regulations of the New York State Department of Environment Conservation, 6 NYCRR Part 617, have been met;
2. Consistent with the social, economic, and other essential considerations described above, from among the reasonable alternatives available, the action is one that avoids or minimizes adverse environmental impacts to the maximum extent practicable by incorporating as conditions to ESD's affirmation of the modified GPP the mitigation measures identified as practicable in the FEIS and in this Findings Statement.

Agency: **NYS Urban Development Corporation d/b/a Empire State Development**

Signature of Responsible Officer: _____

Name/Title of Responsible Officer: Soo Kang, Vice President, Planning & Environmental Review

Date: _____

Appendix 1: Amended Letter of Resolution

AMENDMENT TO THE LETTER OF RESOLUTION
BETWEEN
THE NEW YORK STATE URBAN DEVELOPMENT CORPORATION
D/B/A EMPIRE STATE DEVELOPMENT AND
THE NEW YORK STATE OFFICE OF PARKS, RECREATION AND HISTORIC PRESERVATION

REGARDING THE CREEDMOOR MIXED-USE PROJECT
QUEENS, NEW YORK COUNTY
OPRHP #24PR06531

WHEREAS, the New York State Urban Development Corporation d/b/a Empire State Development ("ESD") and New York State Office of Parks, Recreation and Historic Preservation ("OPRHP") executed a Letter of Resolution ("LOR") on July 21, 2025 for the Creedmoor Mixed-Use Project (the "Project") (Attachment D), establishing procedures for implementation pursuant to the requirement of the New York State Historic Preservation Act (Article 14 of the New York State Parks, Recreation, and Historic Preservation Law, N.Y. PRHPL §§14.09 et seq.) and applicable regulations (9NYCRR Part 428) and policies (collectively, "State Historic Preservation Act" or "SHPA"); and

WHEREAS, the Project involves the redevelopment of vacant and underutilized State-owned land within the Creedmoor campus on a parcel located at 79-25 Winchester Boulevard, Queens, New York (the "Project Site"); and

WHEREAS, ESD plans to acquire the Project Site from the Dormitory Authority of the State of New York ("DASNY") and dispose of the Project Site to designated developers to facilitate the phased redevelopment of the Project Site; and

WHEREAS, the Project has been modified based on public comments received on the Draft Environmental Impact Statement for the Project and General Project Plan, and engagement with elected officials, involved agencies, community organizations and the public; and

WHEREAS, the Project Site, has been reduced from approximately 59 acres to 46.5 acres, and the construction of the Project is anticipated to be undertaken in six phases and no longer includes Phase F (see Attachment A); and

WHEREAS, the Project will consist of the construction of a total of approximately 2.18 million gross square feet of mixed-use spaces including residential, open space, neighborhood retail, community facilities, educational uses, and parking; and

WHEREAS, the purpose of the Project is to help meet the need for housing, including senior, supportive, and affordable housing by creating a mixed-use community with up to 2,022 residential units; and

WHEREAS, the Project Site is within a portion of the Creedmoor Psychiatric Center Historic District, which is eligible for listing in the State and National Registers of Historic Places ("S/NRHP"); and

WHEREAS, the Project will require the demolition of S/NRHP-eligible architectural resources (see Attachment B – S/NRHP Eligible Resources in Project Site to be Demolished (revised)) and associated covered walkways, and redesign of the landscape plan within the Creedmoor Psychiatric Center Historic District; and

WHEREAS, OPRHP has determined in consultation with ESD that the Project will have an Adverse Impact on historic resources, pursuant to SHPA; and

WHEREAS, ESD, in consultation with OPRHP, has considered alternatives to avoid or minimize the adverse impact to the Creedmoor Psychiatric Center Historic District (the "Alternatives Analysis"), and such analysis concluded that there were no prudent and feasible alternatives to the Project as proposed; and

WHEREAS, OPRHP by letter dated June 13, 2025, concurred that there are no prudent and feasible alternatives to the Project which would avoid the adverse impact to the historic resources; and

NOW, THEREFORE, ESD and OPRHP agree that the Project shall be implemented in accordance with the following stipulations to avoid, minimize, or mitigate the Adverse Impact in order to satisfy SHPA.

STIPULATIONS

ESD will ensure that the following measures are implemented:

1. Prior to the demolition of the Project Site, all S/NRHP-eligible buildings, covered walkways, and landscape located within the boundaries of the Creedmoor Psychiatric Center Historic District will be recorded in accordance with documentation requirements in Attachment C. Recordation should also include photographs showing overall site views of the non-contributing buildings within the historic district. Recordation of the entire historic district in its existing condition is important due to the large volume of demolition of historic buildings, combined with the large volume of new construction, which may result in the loss of eligibility for the historic district.

2. An on-site interpretive display or signage with interpretive information about the Creedmoor Psychiatric Center Historic District, depicting the history of the site and its past importance will be developed in consultation with OPRHP. Text and images will be developed and submitted to OPRHP for concurrence. The interpretive information will be placed in a location within the Project Site easily accessible and visible to the public. Specific site location(s) for placement of the information will be established in consultation with OPRHP.

3. S/NRHP-eligible Building #77 will be retained on the Creedmoor campus but will not be adaptively reused as it is no longer part of the Project Site. S/NRHP-eligible Building #70 will be retained on the Project Site and adaptively reused for housing subject to further feasibility study. Architectural plans for the reuse of the building will be developed in consultation with OPRHP. Plans for the building will be submitted to OPRHP for review and comment at the 50% completion stage of design documents. OPRHP will have 30 days to review and comment. If OPRHP makes substantive comments, OPRHP may request the opportunity to review and comment on the final design. In addition, if there are significant modifications to the design documents after OPRHP's review of 50% completion stage design documents, updated plans reflecting such modified design documents will be submitted to OPRHP for review and comment. OPRHP will have another 30 days to review and comment on the additional submission.

4. Salvage, in consultation with OPRHP, intact components of the buildings proposed for demolition, either for incorporation into new buildings or for donation to organizations that donate or sell salvaged building components. Salvage and reuse will be subject to feasibility of salvage and removal. A list of building components to be salvaged and a plan for reuse or donation of salvaged components, if feasible, will be submitted to OPRHP for review and comment.

5. A Construction Protection Plan ("CPP") will be developed to protect historic structures within 90 feet of building demolition and new construction. The CPP will meet the requirements specified in the New York City Department of Buildings Technical Policy and Procedure Notice #10/88: Procedures for the Avoidance of Damage to Historic Structures Resulting from Adjacent Construction and will be implemented by a licensed professional engineer. The CPP will be submitted to OPRHP for review and approval prior to the commencement of construction. OPRHP will have 30 days to review and comment.

OTHER TERMS AND CONDITIONS

1. DURATION

This Letter of Resolution ("LOR") will remain in effect until the Project is fully constructed. Prior to such time, ESD may consult with the other signatories to reconsider the terms of the LOR and amend it in accordance with paragraph 4, below.

2. POST-REVIEW DISCOVERIES

Should any previously unknown cultural and archaeological resources be discovered during the implementation of the proposed Project, ESD will ensure that the relevant development team and their contractors will cease all work near the discovery and, within two (2) days of the discovery, contact ESD and the OPRHP. ESD will ensure that the relevant development team in consultation with the ESD and the OPRHP will develop and implement and appropriate treatment plan prior to resumption of activities near the discovery area.

3. MONITORING AND REPORTING

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SIGNATURE PAGES FOLLOW

AMENDMENT TO THE LETTER OF RESOLUTION
BETWEEN
THE NEW YORK STATE URBAN DEVELOPMENT CORPORATION
D/B/A EMPIRE STATE DEVELOPMENT AND
THE NEW YORK STATE OFFICE OF PARKS, RECREATION AND HISTORIC PRESERVATION

REGARDING THE CREEDMOOR MIXED-USE PROJECT
QUEENS, NEW YORK COUNTY
OPRHP #24PR06531

SIGNATURE for:

New York State Urban Development Corporation d/b/a Empire State Development

By: Arden Sokolow

Date: 10/7/25

Name: Arden Sokolow

Title: EVP, Real Estate Development & Public/Private Partnership

AMENDMENT TO THE LETTER OF RESOLUTION
BETWEEN
THE NEW YORK STATE URBAN DEVELOPMENT CORPORATION
D/B/A EMPIRE STATE DEVELOPMENT AND
THE NEW YORK STATE OFFICE OF PARKS, RECREATION AND HISTORIC PRESERVATION

REGARDING THE CREEDMOOR MIXED-USE PROJECT
QUEENS, NEW YORK COUNTY
OPRHP #24PR06531

SIGNATURE for:

New York State Office of Parks, Recreation and Historic Preservation

By: _____

Date: 10/7/25

Name: Daniel McEneny

Title: Director, Division for Historic Preservation

Attachment A: Project Site Plan

Attachment B: SNRHP Eligible Architectural Resources in Project Site to be Demolished (revised)

USN	Name, Date, Location	Status
08101.003483	BLDG 1/RESIDENCE HALL (1930) - AVENUE G	S/NRHP-eligible
08101.003473	BLDG 2/RESIDENCE HALL (1930) - AVENUE D	S/NRHP-eligible
08101.003479	BLDG 3/KITCHEN/DINING HALL (1930) - THIRD ST	S/NRHP-eligible
08101.003478	BLDG 4/RESIDENCE HALL (1930) - FIRST ST	S/NRHP-eligible
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08101.003474	BLDG 11/RESIDENCE HALL (1930) - AVENUE E	S/NRHP-eligible
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08101.006447	BLDG 26/GARAGE/SUPPORT BLDG (1938) - AVENUE C	S/NRHP-eligible
08101.003482	BLDG 71/RESIDENCE HALL (1925) - THIRD ST	S/NRHP-eligible
08101.007231	BLDG 72/KITCHEN (1925) - AVENUE C	S/NRHP-eligible

Attachment C: Property Documentation Requirements

Digital Photographs

- Photographs should be clear, well composed, and should provide an accurate visual representation of the property and its significant features. Submit as many photographs as needed to depict the current condition and character-defining features of the property.
- Digital photographs should be taken using a 15-megapixel or greater digital SLR camera.
- Images should be saved in TAG Image File Format (TIFF) or RAW format images. This allows for the best image resolution. RGB color digital TIFFs are preferred. TIFF image files should be numbered and should be accompanied by a Photo Log and Photo Key Plan.
- The Photo Log should contain the following: photograph number, name and address of the property, caption describing the view being shown, date photograph was taken, and the county the property is located in.
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A narrative description should be prepared and should include the relevant historical context, a discussion of the development and construction history of the property, and a summary of the property's historical significance. Copies of primary source documentation (such as historic photographs, archival records, original architectural plans, and maps), if available, should be included, labeled, and referenced in the narrative text (e.g., Figure 1, Figure 2).

Final Report

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Completed documentation reports are to be submitted prior to demolition.

LETTER OF RESOLUTION
BETWEEN
THE NEW YORK STATE URBAN DEVELOPMENT CORPORATION
D/B/A EMPIRE STATE DEVELOPMENT AND
THE NEW YORK STATE OFFICE OF PARKS, RECREATION AND HISTORIC PRESERVATION

REGARDING THE CREEDMOOR MIXED-USE PROJECT
QUEENS, NEW YORK COUNTY
OPRHP #24PR06531

WHEREAS, the New York State Urban Development Corporation d/b/a Empire State Development ("ESD") proposes the Creedmoor Mixed-Use Project (the "Project"), which involves the redevelopment of approximately 59 acres of vacant and underutilized State-owned land within the Creedmoor campus on a parcel located at 79-25 Winchester Boulevard, Queens, New York (the "Project Site"); and

WHEREAS, ESD plans to designate a developer for each phase of development of the Project through a request for proposals process; and

WHEREAS, ESD plans to acquire the Project Site from the Dormitory Authority of the State of New York ("DASNY") and dispose of the Project Site to designated developers to facilitate the phased redevelopment of the Project Site with a total of approximately 3 million gross square feet of mixed uses, including residential, open space, neighborhood retail, community facilities, educational, and parking; and

WHEREAS, the purpose of the Project is to help meet the need for housing; including senior, supportive, and affordable housing by creating a mixed-use community with up to 2,775 residential units; and

WHEREAS, the Project Site is within a portion of the Creedmoor Psychiatric Center Historic District, which is eligible for listing in the State and National Registers of Historic Places ("S/NRHP"); and

WHEREAS, the Project will require the demolition of S/NRHP-eligible architectural resources (see Attachment A – S/NRHP Eligible Resources in Project Site to be Demolished) and associated copper-covered walkways, and redesign of the landscape plan within the Creedmoor Psychiatric Center Historic District; and

WHEREAS, the New York State Office of Parks, Recreation and Historic Preservation ("OPRHP") has determined in consultation with ESD that the Project will have an Adverse Impact on historic resources, pursuant to the requirement of the New York State Historic Preservation Act (Article 14 of the New York State Parks, Recreation, and Historic Preservation Law, N.Y. PRHPL §§14.09 et seq.) and applicable regulations (9NYCRR Part 428) and policies (collectively, "State Historic Preservation Act" or "SHPA"); and

WHEREAS, ESD, in consultation with OPRHP, has considered alternatives to avoid or minimize the adverse impact to the Creedmoor Psychiatric Center Historic District (the "Alternatives Analysis"), and such analysis concluded that there were no prudent and feasible alternatives to the Project as proposed; and

WHEREAS, OPRHP by letter dated June 13, 2025, concurred that there are no prudent and feasible alternatives to the Project which would avoid the adverse impact to the historic resources; and

NOW, THEREFORE, ESD and OPRHP agree that the Project shall be implemented in accordance with the following stipulations to avoid, minimize, or mitigate the Adverse Impact in order to satisfy SHPA.

STIPULATIONS

ESD will ensure that the following measures are implemented:

1. Prior to the demolition of the Project Site, all S/NRHP eligible buildings, copper-covered walkways, and landscape located within the boundaries of the Creedmoor Psychiatric Center Historic District will be recorded in accordance with documentation requirements in Attachment B. Recordation should also include photographs showing overall site views of the non-contributing buildings within the historic district. Recordation of the entire historic district in its existing condition is important due to the large volume of demolition of historic buildings, combined with the large volume of new construction, which may result in the loss of eligibility for the historic district.

2. An on-site interpretive display or signage with interpretive information about the Creedmoor Psychiatric Center Historic District, depicting the history of the site and its past importance will be developed in consultation with OPRHP. Text and images will be developed and submitted to OPRHP for concurrence. The interpretive information will be placed in a location within the Project Site easily accessible and visible to the public. Specific site location(s) for placement of the information will be established in consultation with OPRHP.

3. S/NRHP-eligible Buildings #70 and #77 will be retained for reuse on the Project Site, subject to further feasibility studies. Building #70 will be adaptively reused for housing. Building #77 will be adaptively reused and expanded to create an approximately 50,000 square foot community recreation center. Architectural plans for the reuse of both buildings will be developed in consultation with OPRHP. Plans for these buildings will be submitted to OPRHP for review and comment at the 50% completion stage of design documents. OPRHP will have 30 days to review and comment. If OPRHP makes substantive comments, OPRHP may request the opportunity to review and comment on the final design. In addition, if there are significant modifications to the design documents after OPRHP's review of 50% completion stage design documents, updated plans reflecting such modified design documents will be

submitted to OPRHP for review and comment. OPRHP will have another 30 days to review and comment on the additional submission.

4. Potentially salvage, in consultation with OPRHP, intact components of the buildings proposed for demolition, either for incorporation into new buildings or for donation to organizations that donate or sell salvaged building components. Salvage and reuse will be subject to feasibility of salvage and removal. A list of building components to be salvaged and a plan for reuse or donation of salvaged components, if feasible, will be submitted to OPRHP for review and comment.

5. A Construction Protection Plan ("CPP") will be developed to protect historic structures within 90 feet of building demolition and new construction. The CPP will meet the requirements specified in the New York City Department of Buildings Technical Policy and Procedure Notice #10/88: Procedures for the Avoidance of Damage to Historic Structures Resulting from Adjacent Construction and will be implemented by a licensed professional engineer. The CPP will be submitted to OPRHP for review and approval prior to the commencement of construction. OPRHP will have 30 days to review and comment.

OTHER TERMS AND CONDITIONS

1. DURATION
This Letter of Resolution ("LOR") will remain in effect until the Project is fully constructed. Prior to such time, ESD may consult with the other signatories to reconsider the terms of the LOR and amend it in accordance with paragraph 4, below.

2. POST-REVIEW DISCOVERIES
Should any previously unknown cultural and archaeological resources be discovered during the implementation of the proposed Project, ESD will ensure that the relevant development team and their contractors will cease all work near the discovery and, within two (2) days of the discovery, contact ESD and the OPRHP. ESD will ensure that the relevant development team in consultation with the ESD and the OPRHP will develop and implement and appropriate treatment plan prior to resumption of activities near the discovery area.

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Each one (1) year following the execution of this LOR and following the designation of the developer for each phase of development or until the LOR expires or is terminated, ESD will ensure that the designated developer(s) provide all parties to this LOR, upon request, a summary report detailing work undertaken pursuant to its terms. Such report shall include any material scheduling changes proposed, any significant problems encountered, and any disputes and objections received regarding the terms of this LOR.

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SIGNATURE PAGES FOLLOW

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REGARDING THE CREEDMOOR MIXED-USE PROJECT
QUEENS, NEW YORK COUNTY
OPRHP #24PR06531

SIGNATURE for:

New York State Urban Development Corporation d/b/a Empire State Development

By: Arden Sokolow

Date: 6/30/2025

Name: Arden Sokolow

Title: EVP, Real Estate Development & Public/Private Partnership

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SIGNATURE for:

New York State Office of Parks, Recreation and Historic Preservation

By: R. Daniel Mackay

Date: 4/21/25

Name: R. Daniel Mackay

Title: Deputy Commissioner, State Historic Preservation Officer

Attachment A: SNRHP Eligible Architectural Resources in Project Site to be Demolished

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08101.003481	BLDG 12/RESIDENCE HALL (1930) - THIRD ST	S/NRHP-eligible
08101.006436	BLDG 13/SUPPORT BLDG (1930) - AVENUE C	S/NRHP-eligible
08101.006437	BLDG 14/SUPPORT BLDG (1930) - AVENUE C	S/NRHP-eligible
08101.006440	BLDG 17/DAYCARE/ OFFICES (1932) - AVENUE C	S/NRHP-eligible
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08101.006447	BLDG 26/GARAGE/SUPPORT BLDG (1938) - AVENUE C	S/NRHP-eligible
08101.006448	BLDG 27/SUPPORT BLDG (1940) - AVENUE D	S/NRHP-eligible
08101.014446	BLDG 43/FILTER HOUSE (1932)	S/NRHP-eligible
08101.003484	BLDG 70/RESIDENCE HALL (1925) - FOURTH ST	S/NRHP-eligible
08101.003482	BLDG 71/RESIDENCE HALL (1925) - THIRD ST	S/NRHP-eligible
08101.007231	BLDG 72/KITCHEN (1925) - AVENUE C	S/NRHP-eligible
08101.003472	BLDG 76/POWER PLANT (1922) - AVENUE C	S/NRHP-eligible
08101.007233	BLDG 77/WORK CONTROL CTR/SUPPORT BLDG (1925) - AVE C	S/NRHP-eligible
08101.007234	BLDG 78/KITCHEN/ SUPPORT BLDG (1926) - AVENUE C	S/NRHP-eligible

08101.007237	BLDG 81/PUMPHOUSE (1920s) - AVENUE D	S/NRHP-eligible
08101.014447	BLDG 83/WELL HOUSE NEAR #43 (1932)	S/NRHP-eligible

Appendix B: Property Documentation Requirements

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