

215 Moore Street

CEQR No. 19DCP216K

Lead Agency:
New York City Planning Commission

Prepared For:
215 Moore Acquisition, LLC

Prepared By:
Philip Habib & Associates

August 23, 2019

215 Moore Street

Draft Scope of Work for an Environmental Impact Statement

CEQR No. 19DCP216K

Table of Contents

A. INTRODUCTION	1
B. REQUIRED APPROVALS AND REVIEW PROCEDURES	2
C. DESCRIPTION OF THE PROPOSED ACTIONS	3
D. ANALYSIS FRAMEWORK FOR ENVIRONMENTAL REVIEW	10
E. PROPOSED SCOPE OF WORK FOR THE DEIS	14

215 Moore Street

DRAFT

SCOPE OF WORK FOR A DRAFT ENVIRONMENTAL IMPACT STATEMENT

CEQR NO. 19DCP216K

August 23, 2019

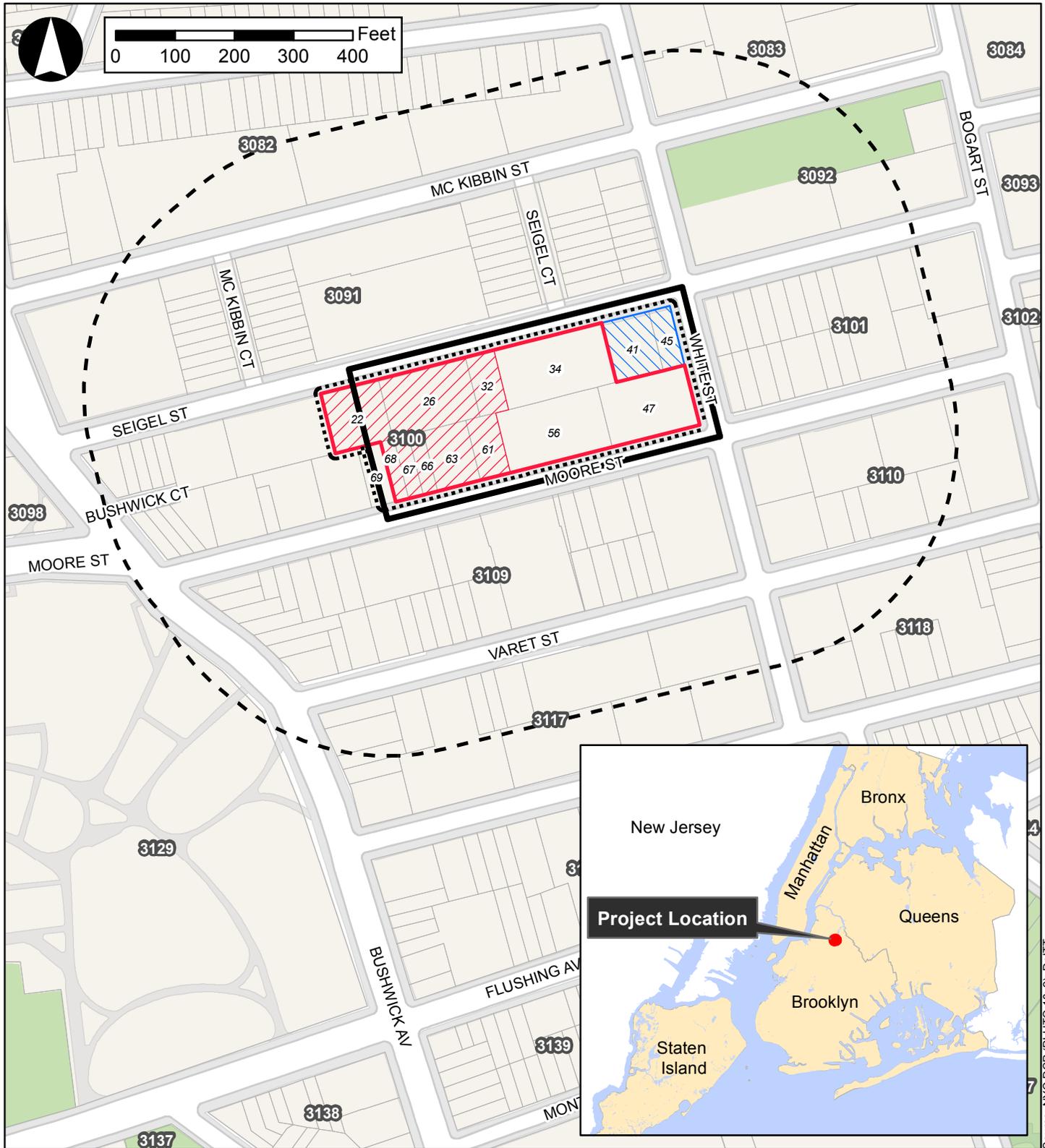
A. INTRODUCTION

This Draft Scope of Work (DSOW) outlines the technical areas to be analyzed in the preparation of a Draft Environmental Impact Statement (DEIS) for the 215 Moore Street proposal. The New York City Department of City Planning (DCP), acting on behalf of the New York City Planning Commission (CPC), as lead agency for City Environmental Quality Review (CEQR), has determined that the project will require the preparation of an EIS.

The Applicant, 215 Moore Acquisition, LLC, proposes to develop a new 13-story (approximately 200 feet in height) commercial building at 215 Moore Street (Block 3100, Lots 22, 26, 32, 61, 63, 66, 67, and 68; the “Development Site” or “Projected Development Site 1”) in the East Williamsburg neighborhood of Brooklyn Community District (CD) 1 (see **Figure 1**). The building would contain approximately 375,824 gross square feet (gsf) of office space, 16,026 gsf of retail, 79,592 gsf of for-profit exposition space, and 249 accessory parking spaces (the “Proposed Project”). The Development Site would be located within a larger 101,442-sf zoning lot (the “Zoning Lot”) comprised of the Development Site, in addition to adjacent lots 34, 47, and 56, which are currently being redeveloped as-of-right with three predominantly commercial buildings. All tax lots within the Zoning Lot are owned by the Applicant.

To facilitate the Proposed Project, the Applicant is seeking: (1) a zoning map amendment to rezone a portion of Block 3100 within 550 feet of White Street (the “Proposed Rezoning Area”) from M1-1 and M1-2 to M1-5; (2) a Large Scale General Development (LSGD) Special Permit pursuant to ZR Section 74-743(a)(2) to permit on the Zoning Lot (i) location of the Proposed Project without regard for the required rear yard equivalent pursuant to ZR Section 43-28 for the through lot portion of the Development Site, and (ii) location of the Proposed Project without regard to applicable height and setback regulations by allowing a front wall height of 49 feet, in excess of the 30-foot maximum, and penetration of the 1:1 sky exposure plane within the M1-1 portion of the Development Site; and (3) a Special Permit by the New York City Planning Commission (CPC) pursuant to ZR Section 74-52 to permit a public parking garage in excess of 150 spaces on the Zoning Lot in an M1-5 zoning district (collectively, the “Proposed Actions”). The Proposed Rezoning Area, which encompasses Brooklyn Block 3100, Lots 22 (p/o), 26, 32, 34, 41, 45, 47, 56, 61, 63, 66-68, and 69 (p/o), would affect the Zoning Lot, as well as the non-Applicant-owned Lots 41, 45, and 69 (p/o) (collectively, the “Project Area”), and the proposed LSGD Special Permit and Public Parking Garage Special Permit would each affect the Zoning Lot only (refer to **Figure 1**).

A reasonable worst-case development scenario (RWCDs) has been established for the Proposed Actions



Legend

-  Project Area
-  Proposed Rezoning Area
-  400-Foot Radius
-  Zoning Lot (Large Scale General Development boundary)
-  Projected Development Site 1 (Applicant-owned)
-  Projected Development Site 2 (Non-Applicant-owned)
-  **3100** Tax Blocks
-  22 Tax Lots

for an analysis year of 2023. Under the RWCDs, the Proposed Project would be constructed pursuant to the proposed zoning map amendment, LSGD Special Permit, and Public Parking Garage Special Permit. In addition, it is assumed that a new commercial development would occur on the non-Applicant-owned Lots 41 and 45 ("Projected Development Site 2"). Combined, under the RWCDs the Proposed Actions are expected to result in a net increase of 420,549 gsf of commercial office space, 19,606 gsf of retail space, 79,592 gsf of for-profit exposition space, and 249 public parking spaces, as well as a net reduction of 6,733 gsf of light industrial uses, 3,333 gsf of community facility uses, and 111 accessory parking spaces (refer to **Table 1** below).

This document provides a description of and purpose and need for the Proposed Actions, the resulting proposed and projected development, and task categories for all technical areas to be analyzed in the DEIS.

B. REQUIRED APPROVALS AND REVIEW PROCEDURES

Required Approvals

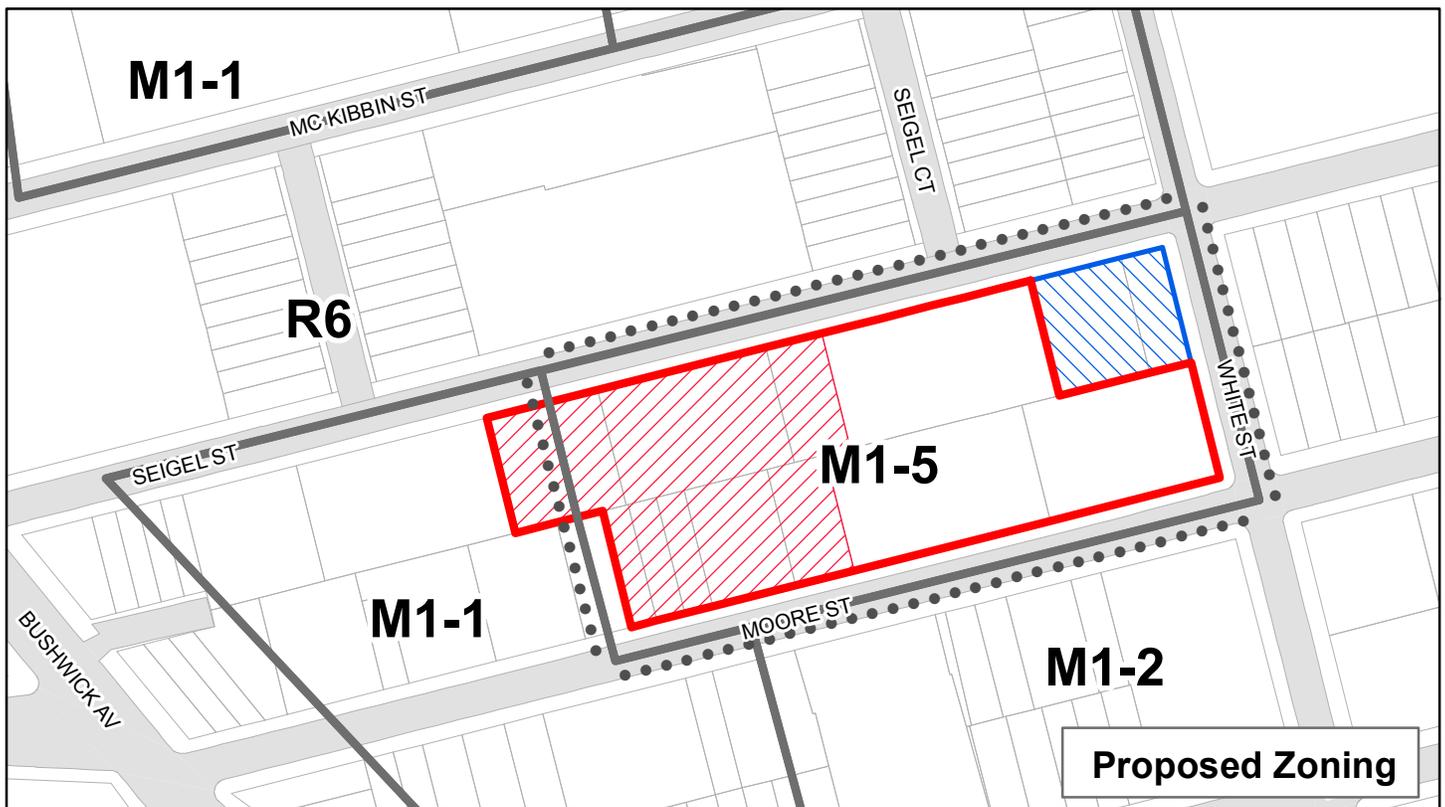
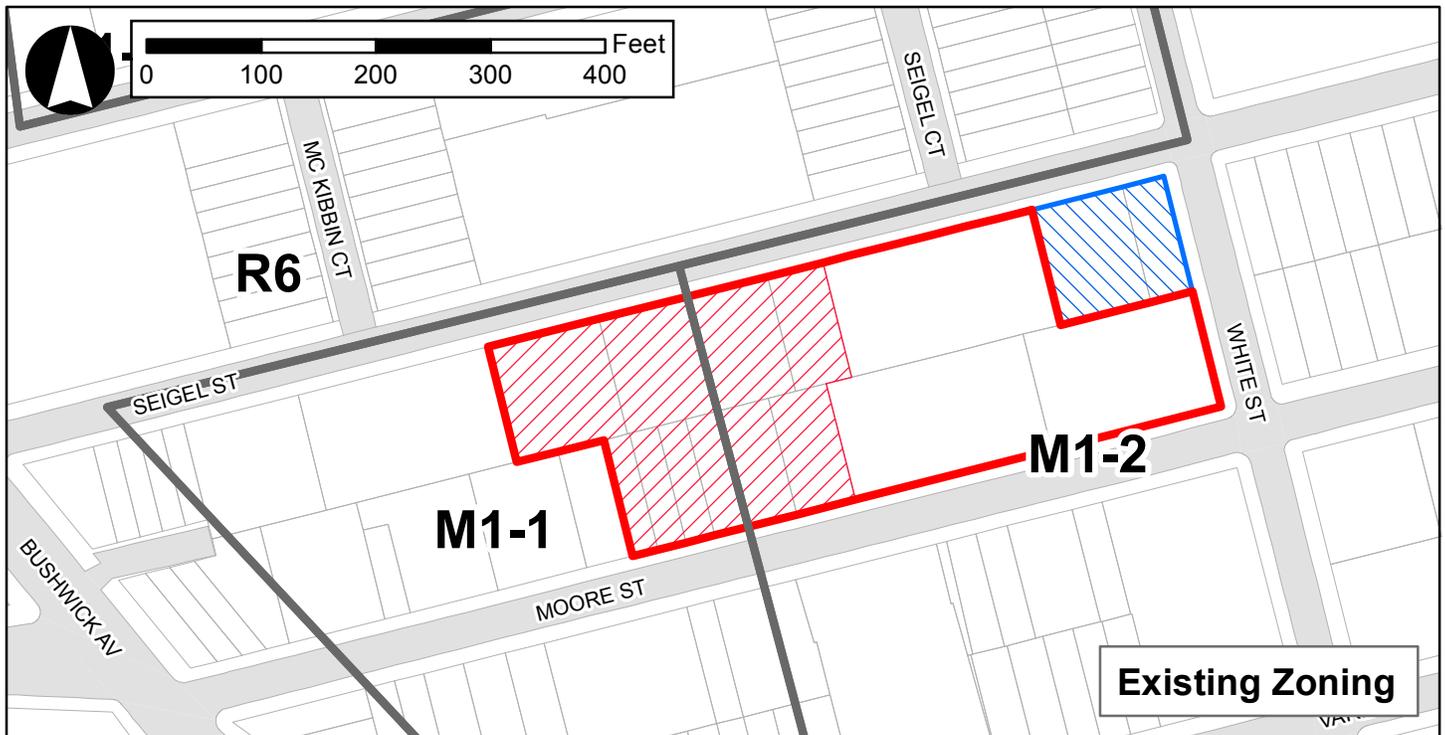
The Proposed Actions would encompass discretionary actions that are subject to review under the Uniform Land Use Review Procedure (ULURP), Section 200 of the City Charter, and CEQR process. The anticipated discretionary actions include:

- A zoning map amendment (Zoning Sectional Map 13b) approval by the CPC to change the zoning in the Proposed Rezoning Area from the existing M1-1 and M1-2 light manufacturing zoning district to an M1-5 light manufacturing zoning district (see **Figure 2**);
- A LSGD Special Permit approval by the CPC pursuant to (i) ZR Section 74-743(a)(1), which would allow the distribution of approximately 10,892 sf of floor area from the proposed M1-5 zoning district to the M1-1 zoning district, and (ii) ZR Section 74-743(a)(2), which would require the development to conform with the approved plans. The proposed LSGD Special Permit would also waive the required rear yard equivalent in ZR Section 43-28(a); and
- A Special Permit by the New York City Planning Commission (CPC) pursuant to ZR Section 74-52 to permit a public parking garage of 249 spaces.

City Environmental Quality Review (CEQR) and Scoping

The Proposed Project exceeds the threshold for non-residential development that would result in the construction of a facility that is over 240,000 sf as stipulated under section 617.4 (b)(6) of the State Environmental Quality Review (SEQR) regulations. Therefore, the Proposed Project is classified as a Type 1 Action, as defined under NYC Executive Order 91 of 1977 §6-15 (2) subject to environmental review in accordance with CEQR guidance. An Environmental Assessment Statement (EAS) and Positive Declaration were issued on August 23, 2019 by DCP, as lead agency. DCP has determined that the Proposed Actions may result in significant adverse environmental impacts and directed that a DEIS be prepared.

This Draft Scope of Work (DSOW) for the preparation of a DEIS contains a description of the Proposed Actions and the tasks that would be undertaken to analyze the potential environmental impacts of the Proposed Actions and associated reasonable worst-case development scenario (RWCDs). The issuance of the DSOW marks the beginning of the public comment period. The scoping process allows the public a voice in framing the scope of the DEIS. The scoping document sets forth the analyses and methodologies



that will be utilized to prepare the DEIS. During the public comment period, those interested in reviewing the DSOW may do so and give their comments to the lead agency. The public, interested agencies, and elected officials, are invited to comment on the DSOW, either in writing or orally, at the public scoping meeting.

A public scoping meeting is scheduled to be held on September 24, 2019 starting at 4:00 pm at:

New York City Department of City Planning, City Planning Commission Hearing Room, 120 Broadway, Concourse Level, New York, NY 10271.

Comments received during the Scoping Meeting and written comments received up to ten days after the meeting and through the last day of the commenting period (October 4, 2019), will be considered and incorporated, as appropriate, into the Final Scope of Work (FSOW). The FSOW will incorporate all relevant comments made on the DSOW and revise the extent or methodologies of the studies, as appropriate, in response to comments made during the CEQR scoping process. The DEIS will be prepared in accordance with the resulting FSOW.

Once the DEIS is complete, the document will be made available for public review and comment. A public hearing will be held on the DEIS in conjunction with the CPC hearing on the land use applications to afford all interested parties the opportunity to submit oral and written comments. At the close of the public review period, a Final EIS (FEIS) will be prepared. Comments made on the DEIS will be responded to and incorporated into the FEIS, as appropriate. The FEIS will then be used by the relevant City agencies to evaluate CEQR findings, which address project impacts and proposed mitigation measures, and to decide whether to approve the requested discretionary actions, with or without modifications. The rationale for this decision is then set forth in a document called a Statement of Findings.

C. DESCRIPTION OF THE PROPOSED ACTIONS

Existing Conditions

Project Area

The Proposed Rezoning Area encompasses Block 3100, Lots 22 (p/o), 26, 32, 34, 41, 45, 47, 56, 61, 63, 66-68, and 69 (p/o) in the East Williamsburg neighborhood of Brooklyn CD 1; Lots 22, 26, 32, 61, 63, and 66-68 are owned by the Applicant and comprise the "Development Site" or "Projected Development Site 1." Projected Development Site 1 is located within a larger zoning lot (the "Zoning Lot"), which includes adjacent lots 34, 47, and 56, that are also Applicant-owned. The Zoning Lot is located in a larger area (the "Project Area") comprised of the Zoning Lot, in addition to adjacent lots 41, 45, and 69 (p/o). In total, the Proposed Rezoning Area encompasses a total of 110,000 sf of area and has 200 feet of frontage on the west side of White Street, 550 feet of frontage on the south side of Seigel Street, and 550 feet of frontage on the north side of Moore Street. The Applicant-owned Zoning Lot totals 101,442 sf and has 100 feet of frontage on the west side of White Street, 485 feet of frontage on the south side of Seigel Street, and 529.5 feet of frontage on the north side of Moore Street. The Project Area totals 115,442 sf and has 200 feet of frontage on the west side of White Street, 604.5 feet of frontage on the south side of Seigel Street, and 550 feet of frontage on the north side of Moore Street. A discussion of each of the Project Area lots is provided below.

Applicant-Owned Development Site (Projected Development Site 1)

As described above, the Applicant-owned Development Site, or Projected Development Site 1, is comprised of Block 3100, Lots 22, 26, 32, 61, 63, and 66-68.

Lot 22 is an approximately 10,000-sf lot with approximately 100 feet of frontage on the south side of Seigel Street. As presented in **Figure 3b** (photo #1), Lot 22, along with adjacent lots 26, 32, and 66-68, is currently occupied by an approximately 146-space surface accessory parking lot, which is accessed via Moore Street. The parking lot is surrounded by fencing and is not visible from the street. Lot 22 is currently zoned M1-1. The westernmost 54'-1" of the lot (comprising a total of 5,408.3 sf of lot area) is located outside of the Proposed Rezoning Area.

Lot 26 is an approximately 15,000-sf lot with approximately 150 feet of frontage on the south side of Seigel Street. As presented in **Figure 3b** (photos #1 and #3), Lot 26, along with adjacent lots 22, 32, and 66-68, is currently occupied by an approximately 146-space surface accessory parking lot, which is accessed via Moore Street. The parking lot is surrounded by fencing and is not visible from the street. The easternmost 50.5 feet of Lot 26 (comprising 5,050 sf of lot area) is zoned M1-2, while the western 99.5 feet of the lot (comprising 9,950 sf of lot area) is zoned M1-1.

Lot 32 is an approximately 5,496-sf lot with approximately 54.96 feet of frontage on the south side of Seigel Street. As presented in **Figure 3b** (photo #3), Lot 32, along with adjacent lots 22, 26, and 66-68, is currently occupied by an approximately 146-space surface accessory parking lot, which is accessed via Moore Street. The parking lot is surrounded by fencing and is not visible from the street. Lot 32 is zoned M1-2.

Lot 61 (shown in **Figure 3c**, photo #7) is an approximately 5,000-sf lot with approximately 50 feet of frontage on the north side of Moore Street. Lot 61 is currently occupied by a one-story, 19-foot-tall, brick building built to the lot line. The building was originally constructed in 1931 but was renovated by the Applicant in 2014. Remezcla, a media company, is the current building tenant. Lot 61 is zoned M1-2.

Lot 63 (shown in **Figure 3c**, photo #7) is an approximately 7,500-sf lot with approximately 75 feet of frontage on the north side of Moore Street. The easternmost 20.5 feet of Lot 63 (comprising 2,050 sf of lot area) is zoned M1-2, while the western 54.5 feet of the lot (comprising 5,450 sf of lot area) is zoned M1-1. The lot is currently occupied by an 18-foot-tall, one-story building that is built to the property line. Similar to the building on neighboring Lot 61, the Lot 63 building was renovated by the Applicant in 2014. The building is currently occupied by CartoDB, a web-mapping software company, and the Brooklyn Bread Lab; the Brooklyn Bread Lab makes and distributes their products from the building as well as offers cooking classes.

Lot 66 (shown partially in **Figure 3c**, photo #7) is an approximately 2,531-sf lot with approximately 25.31 feet of frontage on the north side of Moore Street. Lot 66, along with adjacent lots 22, 26, 31, 67, and 68, is currently occupied by an approximately 146-space surface accessory parking lot, which is accessed via Moore Street. The parking lot is surrounded by fencing and is not visible from the street. Lot 66 is zoned M1-1.

Lot 67 is an approximately 2,469-sf lot with approximately 24.69 feet of frontage on the north side of Moore Street. Lot 67, along with adjacent lots 22, 26, 32, 66, and 68, is currently occupied by an approximately 146-space surface accessory parking lot, which is accessed via Moore Street. The parking lot is surrounded by fencing and is not visible from the street. Lot 67 is zoned M1-1.

Lot 68 is an approximately 2,500-sf lot with approximately 25 feet of frontage on the north side of Moore Street. As presented in **Figure 3c** (photo #8), Lot 68, along with adjacent lots 22, 26, 32, 66, and 67 is currently occupied by an approximately 146-space surface accessory parking lot, which is accessed via Moore Street. The parking lot is surrounded by fencing and is not visible from the street. Lot 68 is zoned M1-1.

Remainder of the Zoning Lot (Lots 34, 47, 56)

Lot 34 (shown in **Figure 3b**, photo #2) is an approximately 18,000-sf lot with approximately 180 feet of frontage on the south side of Seigel Street. Lot 34 is currently under construction for the site's as-of-right development with an approximately 132,952-gsf hotel and community facility building pursuant to the lot's existing M1-2 zoning.¹ As discussed in greater detail below, a portion of Lot 34 (or the entirety of the former Lot 34 prior to a 2014 lot merger) is located within the McKibbin Moore Urban Renewal Area (URA) adopted by the New York City Planning Commission (CPC) in 1988.

Lot 47 (shown in **Figure 3c**, photo #5) is an approximately 15,100-sf corner lot with approximately 151 feet of frontage on the north side of Moore Street and approximately 100 feet of frontage on the west side of White Street. Lot 47 is currently under construction for the building's as-of-right interior renovation pursuant to the lot's existing M1-2 zoning, which will convert the existing 29.5-foot-tall single-story building into a two-story building. The alteration will not change the height of the existing building. The existing brick building is built to the lot line and reaches its maximum height without any setback from the streetwall.

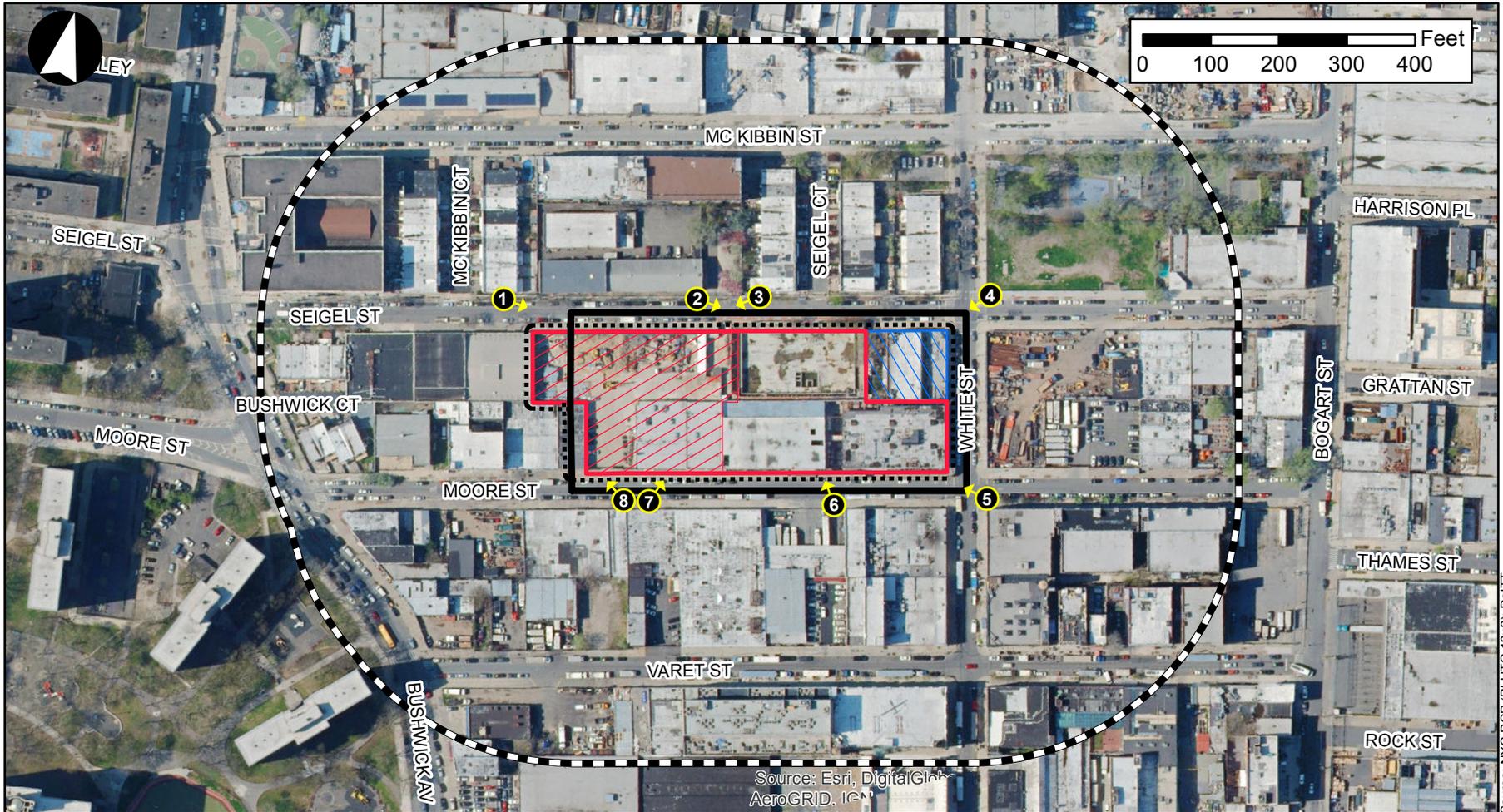
Lot 56 is an approximately 17,846-sf lot with approximately 178.46 feet of frontage on the north side of Moore Street. As shown in **Figure 3c** (photo #5), Lot 56 is currently under construction for the building's as-of-right interior renovation pursuant to the lot's existing M1-2 zoning. Once completed, the building will resemble the existing building on Lot 47 and rise to a maximum height of 29 feet without any setback from the lot line.

Remainder of the Project Area (Lots 41, 45, 69)

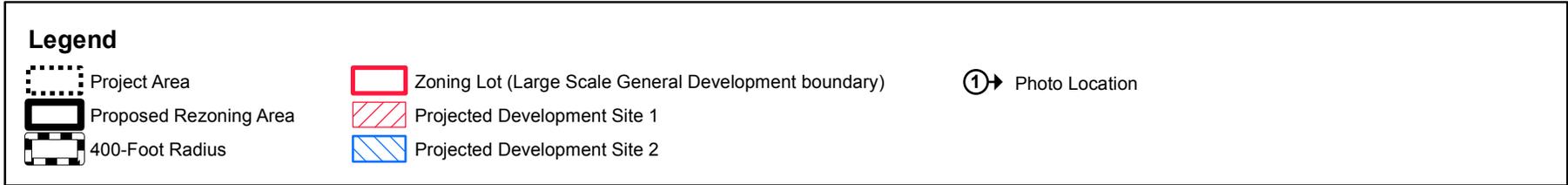
Lot 41 is an approximately 8,550-sf lot with approximately 85.5 feet of frontage on the south side of Seigel Street. As presented in **Figure 3b** (photo #4), Lot 41 is currently occupied by a three-story, approximately 35-foot-tall building on the eastern portion of the lot and eight surface accessory parking spaces on the western portion of the lot. The Lot 41 has three existing tenants: a fine arts custom fabrication firm, a landscape design firm, and a doctor's office. Lot 41 is zoned M1-2.

Lot 45 is an approximately 3,400-sf corner lot with approximately 34 feet of frontage on the south side of Seigel Street and approximately 100 feet of frontage on the west side of White Street. As presented in **Figure 3b** (photo #4), Lot 45 is currently occupied by a vacant one-story former industrial building built to

¹ While hotels are only permitted by Special Permit in M1 districts pursuant to the recently-approved M1 Hotel Text Amendment, as DOB permits were approved and construction began prior to approval of this text amendment, no Special Permit is required. In addition, though Use Group 3A is generally not permitted in M1 districts, the as-of-right development on Lot 34 includes approximately 16,215 gsf of community facility (Use Group 3A – museum) uses pursuant to ZR Section 42-12, which permits museum uses that are ancillary to motion picture production, radio, or television studios, provided they are located within 500 feet of such studios and do not exceed 75,000 sf of floor area.



Source: NYC DCP (PLUTO '18v2); DoITT



215 Moore Street

Figure 3a
Existing Conditions Photos - Map Key



1.) Looking southeast towards Lots 22 and 26.



2.) Looking southeast towards Lot 34.



3.) Looking southwest towards Lots 32 and 26.



4.) Looking southwest towards Lots 41 and 45.



5.) Looking northwest towards Lots 47 and 56.



6.) Looking north towards Lot 56.



7.) Looking northeast towards Lots 61,63, and 66.



8.) Looking northwest towards Lots 68 and 69.

the lot line. Lot 45 is zoned M1-2.

Lot 69 is an approximately 3,948-sf lot with 39.48 feet of frontage on the north side of Moore Street. The easternmost 20' 6.5" of Lot 69 (comprising a total of 2,054.2 sf of lot area) is located within the Proposed Rezoning Area. As presented in **Figure 3b** (photo #8), Lot 69 is currently occupied by a one-story approximately 3,948-gsf industrial building. Lot 69 is zoned M1-1.

Easements Affecting the Project Area

There are two existing easements over the Project Area: (i) the Zoning Lot Development and Easement Agreement (ZLDEA) recorded on November 11, 2016 (CRFN # 2016000418069); and (ii) an easement for New York City (NYC) Water Tunnel No. 2 (shown in **Figure 4**). As stated in the ZLDEA, a perpetual non-exclusive easement for pedestrian egress, ingress, access and use, and for maintenance was established to prohibit development on portions of the Zoning Lot surrounding the planned as-of-right hotel and commercial buildings on Lots 34, 47, and 56. The NYC Water Tunnel No. 2 easement is a subsurface easement that runs northeast-to-southwest below the Project Area at a width that ranges between approximately 50 feet and 100 feet. The NYC Water Tunnel No. 2 was constructed in 1935. Though limited information regarding the NYC Water Tunnel No. 2 easement is publicly available, it is estimated that the easement runs at a depth of approximately 380 or more feet below the surface.

Zoning

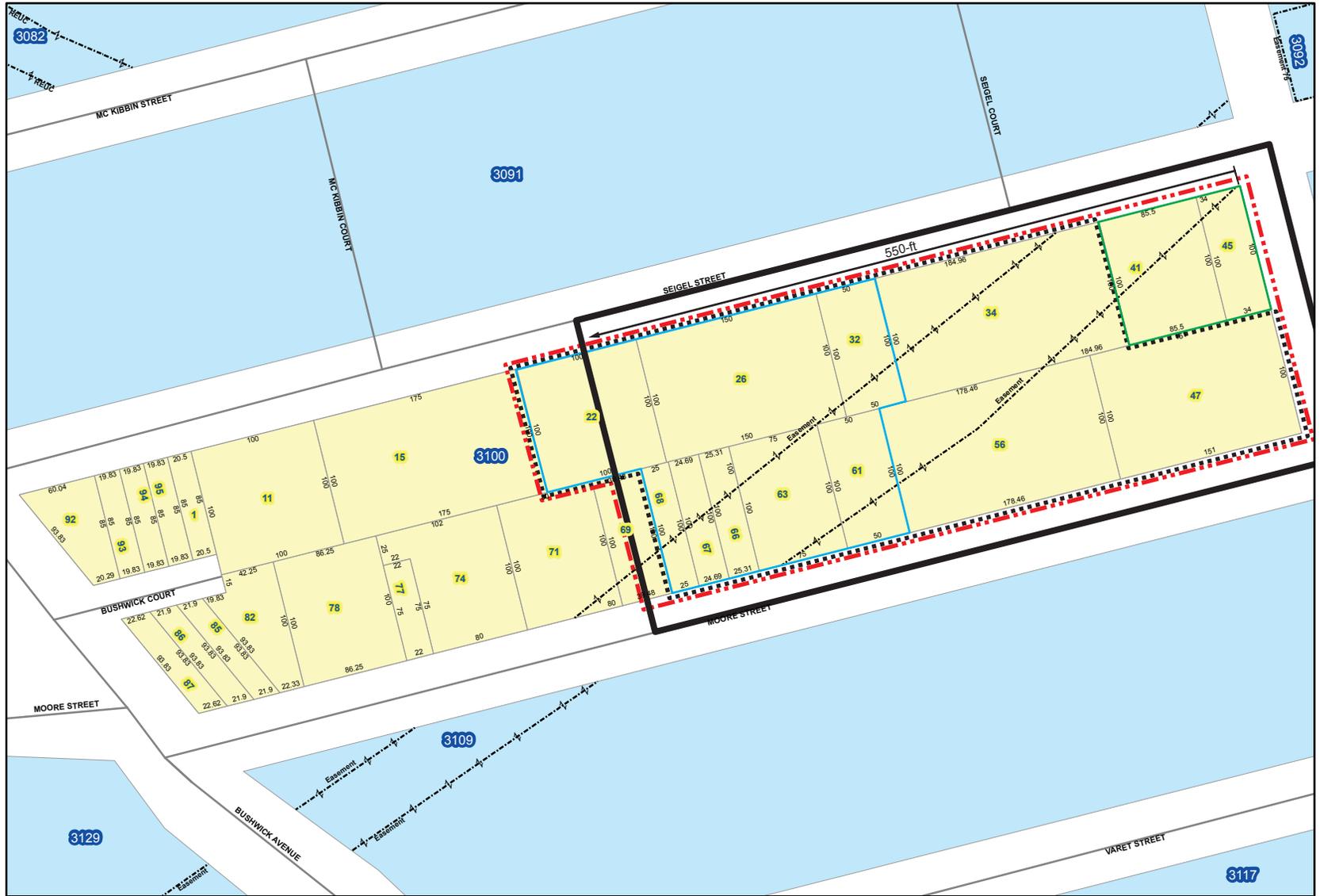
As shown in **Figure 2**, the Project Area is currently split between M1-1 and M1-2 zoning districts. The entirety of the Project Area was originally zoned M1-1 as part of the 1961 Zoning Resolution. M1-1 is a light manufacturing/industrial district that has performance standards and may serve as industrial front yards or buffers to adjacent residential and commercial zoning districts. High performance industrial uses are allowed, as well as a range of commercial uses. Pursuant to the recently-approved M1 Hotel Text Amendment, hotels are only permitted by Special Permit. Additional Use Group 4 community facilities are allowed in M1 districts by special permit. Residential development is generally not allowed in M1 districts. M1-1 districts have a maximum floor area ratio (FAR) of 1.0 for manufacturing and commercial uses and 2.4 for community facility uses (Use Group 4, only).² Buildings in M1-1 districts are governed by the sky exposure plane, which begins 30 feet above the street line. Within M1-1 districts, off-street parking is required and varies by use.

In November 1965, Lots 32, 34, 41, 45, 47, 56, and 61, as well as portions of Lots 63 and 26, were rezoned to M1-2. The remaining balance of the Project Area was left M1-1. M1-2 districts permit the same uses as the previously discussed M1-1 district. However, M1-2 districts allow for manufacturing and commercial uses up to 2.0 FAR and community facility uses up to 4.8 FAR. Building height in M1-2 districts is governed by the sky exposure plane, which begins 60 feet above the street line. Parking is required within the district and varies by use.

² It should be noted that, pursuant to ZR Section 42-12, Use Group 3A in M1 districts is limited to museum uses that are ancillary to motion picture production, radio, or television studios, provided they are located within 500 feet of such studios and do not exceed 75,000 sf of floor area.



- Legend**
- Streets
 - Miscellaneous Text
 - ⌋ Possession Hooks
 - - - Boundary Lines
 - ⌋ Lot Face Possession Hooks
 - Regular
 - Underwater
 - Tax Lot Polygon
 - Condo Number
 - Tax Block Polygon
 - ▭ Project Area
 - ▭ Proposed Rezoning Area
 - ▭ Zoning Lot (LSGD boundary)
 - ▭ Projected Development Site 1
 - ▭ Projected Development Site 2



McKibbin Moore Urban Renewal Plan

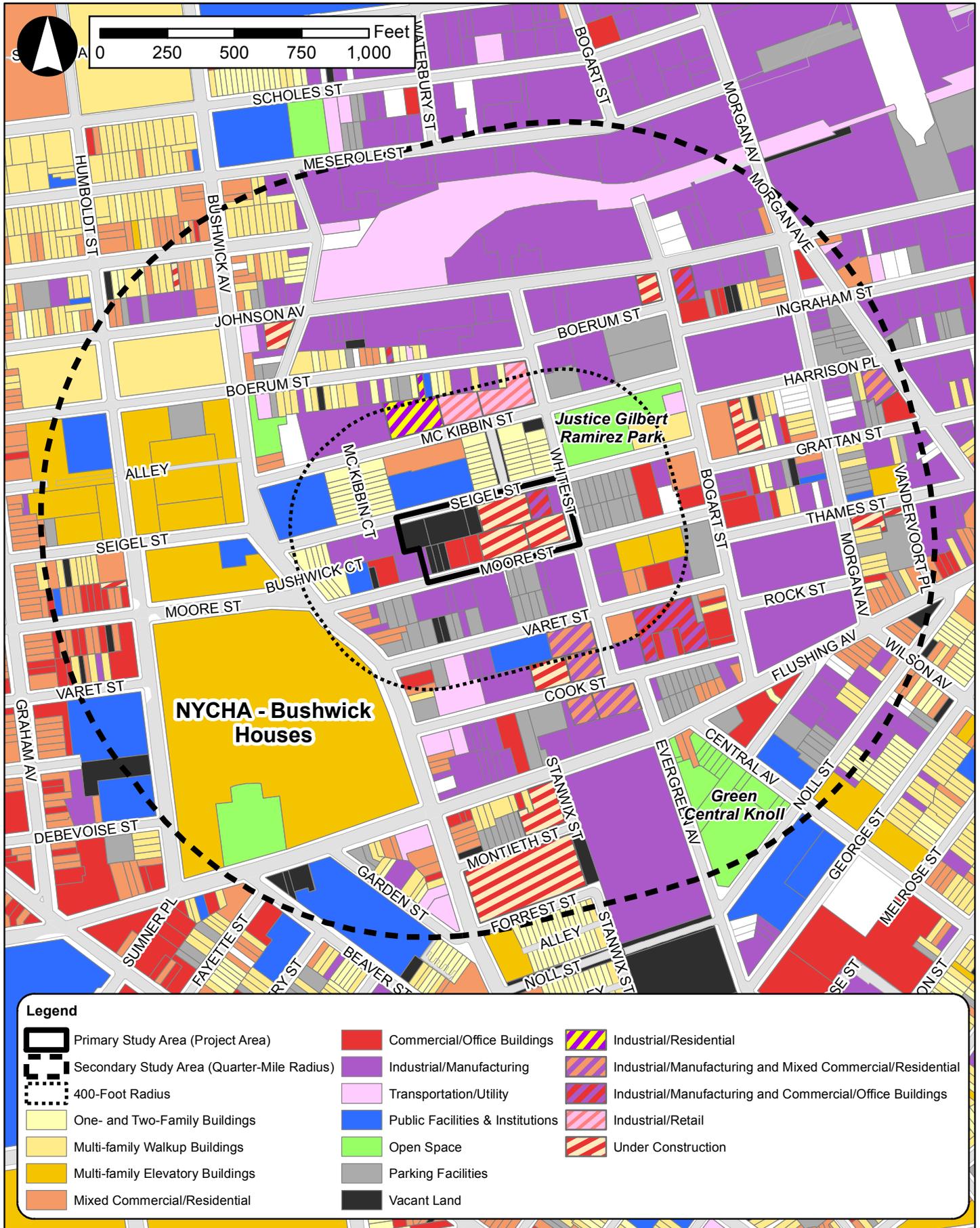
The McKibbin Moore Urban Renewal Plan (URP) was first created in 1988 to facilitate the construction of 64 two-family homes for moderate-income families and the development of two parcels for industrial uses within the McKibbin Moore Urban Renewal Area (URA). The area includes five sites, three of which were designated for residential use, and the remaining two for industrial use. Prior to a 2014 lot merger that combined former Lots 34, 35, 36, 38, 39, and 40 (CRFN#2014000423030), the former 25' by 100' (2,500-sf) Lot 34 was within the McKibbin Moore URA. The URP stipulates that the former Lot 34 building(s) abide by the uses consistent with the permitted uses in M1-1 districts, so long as strict performance standards are maintained.

Surrounding Area and Context

The Project Area is located in the East Williamsburg neighborhood of Brooklyn. Predominant land uses within a radius of approximately 400 feet of the Project Area include industrial and manufacturing uses, as well as residential and parking uses. Institutional, commercial/office, and open space uses are also present in the surrounding area. As presented in **Figure 5**, many of the buildings in the surrounding area are occupied by multiple uses. During the past several years, the neighborhood has experienced considerable residential growth, consistent with larger development trends in East Williamsburg and neighboring Williamsburg, Bushwick and Bedford-Stuyvesant.

Institutional uses within 400 feet of the Project Area include Our Lady of the Rosary Pompeii (located at 225 Seigel Street), the Williamsburg Charter High School (198 Varet Street), the Mount Cavalry FBH Church (170 Moore Street), and P.S. 147 Isaac Remsen School (325 Bushwick Avenue). Residential buildings vary in type from mixed-use buildings with ground floor retail uses to attached single-family houses (refer to **Figure 5**). Gilbert Ramirez Park, a 1.03-acre open space owned and operated by the New York City Department of Parks and Recreation (DPR) is also located within 400 feet of the Project Area. Buildings in the surrounding area generally range from one to four stories in height; the tallest nearby building is the eight-story Williamsburg Charter High School building, noted above.

The Project Area is located within the boundaries of the New York City Department of City Planning (DCP)'s "North Brooklyn Industry and Innovation Plan" study area. The plan was released on November 19th, 2018 and an update was shared in April 2019 at Brooklyn Community Board 1 (April 9, 2019) and Community Board 4 (April 17, 2019). Utilizing input from the local community, the plan identifies strategies to promote job growth and economic activity and ensure that core industrial areas (i.e., areas of the most intensive industrial activity) provide such businesses to thrive. The plan explores new models for innovation districts to support 21st century businesses and jobs, with opportunities, as appropriate, for a mix of light industrial and commercial uses. Using zoning and other policy tools, the goals of the plan are to (1) create a better business environment for all, by preserving and growing industrial jobs, as well as other compatible jobs in the creative and innovative sectors; (2) improve the quality of life for workers and residents within the area and nearby; (3) address the potential for conflicts between industrial and non-industrial uses; (4) identify improvements to transportation and infrastructure conditions that would support growth in economic activity; and (5) address environmental and resiliency challenges. The North Brooklyn Plan also establishes a land use framework that identifies subareas based on existing trends and assets, which include the "Core Industrial Area," which is the central hub for essential industrial business; the "Growth District," which is a dynamic, transit-accessible district for creative and tech-driven jobs of the future; the "Transition Area," which is a mix of industrial and non-industrial uses serving as a buffer between subareas; and the "Stable Areas, or small peripheral areas where no change in land use is recommended, such as the "Mixed Edge," the "Commercial Edge," and the "Established Residential" area.



Across Moore Street, the North Brooklyn Industrial Business Zone (IBZ) is located directly south of the Project Area. The designation of an IBZ fosters high-performing business districts by creating competitive advantages over locating in areas outside of New York City. The IBZs are supported by tax credits for relocating within them, zone-specific planning efforts, and direct business assistance from Industrial Providers of NYC Business Solutions Industrial and Transportation. In light of the purpose of IBZs to foster industrial sector growth by creating real estate certainty, residential rezonings are generally not supported within IBZs.

The Project Area is close to Justice Gilbert Ramirez Park, a 1.03-acre open space located one block to the northeast. The playground is located near the Morgan Avenue Subway Station and its playground equipment features a NYC Transit theme. The playground also features basketball and handball courts, landscaped areas, trees, and bench seating. Justice Gilbert Ramirez Park is owned and operated by the New York City Department of Parks and Recreation (DPR).

The Project Area is also close to public transit access. The Morgan Avenue (L) Subway Station is located approximately 550 feet northeast of the Project Area, with entrances at the intersection of Bogart Street and Harrison Place. In addition, the Flushing Avenue (M/J) Subway Station is an approximately seven-minute (0.3-mile) walk from the Project Area, with entrances at the intersections of Flushing Avenue and Broadway, and Fayette Street and Broadway. Several local bus routes are also within close proximity to the Project Area. The B60 bus runs along Morgan Street (to the east of the Project Area) and Johnson Avenue (to the north of the Project Area), providing connections between Canarsie and Williamsburg, Brooklyn; the B57 bus runs along Flushing Avenue (to the south of the Project Area), providing connections between Red Hook, Brooklyn and Maspeth, Queens; the B43 bus runs along Graham Avenue (to the west of the Project Area), providing connections between Greenpoint and Crown Heights, Brooklyn; and the B46 bus runs along Broadway (to the southwest of the Project Area), providing connections between Williamsburg and Marine Park, Brooklyn.

Purpose and Need for the Proposed Actions

In recent years, the population of North Brooklyn and the demand for workspace has increased substantially. Between 2010 and 2016, job growth in North Brooklyn increased by as much as 42 percent. However, despite the growing investment momentum and demand for commercial space, there has been limited new construction in the area.³ As a result of the increase in demand, the growth of the new economy in North Brooklyn is constrained, with a commercial/office vacancy rate of only two percent in Brooklyn as of 2015. In North Brooklyn, due to underlying density and parking zoning constraints, M1-1 and M1-2 districts, which are envisioned to employ many local workers, are often being used for warehousing and freight distribution where average employment is often less than one job per 2,500 sf. Frequently, as is the case for the Project Area, the narrow streets of these districts are not appropriate for the large trucks associated with heavy industrial uses, and the small footprint buildings are unsuited for the high-cube mechanized warehouses of today. While warehousing and freight distribution facilities can serve as appropriate uses in certain sections of North Brooklyn, transit accessible areas, such as the Project Area, are better served by high-density commercial office and retail uses. The proposed M1-5 zoning district would allow for the development of commercial uses at higher densities and would create opportunities for nearby schools, community groups and growing tech businesses to engage with one another. The LSGD Special Permit would result in better site planning and relationships among buildings and open areas to adjacent streets and surrounding development, while the Public Parking Garage Special

³ *North Brooklyn Industry & Innovation Plan* (2018), New York City Department of City Planning.

Permit would enable the building to provide additional parking spaces and to make productive use of its cellar space. The additional parking would serve its own on-site demand and benefit the surrounding mixed-use community, which has experienced substantial new development in recent years. The Proposed Actions are being requested to facilitate the development of a new hub for business development in East Williamsburg.

The Proposed Actions

Zoning Map Amendment

The proposed zoning map amendment, which would rezone the Proposed Rezoning Area from M1-1 and M1-2 to M1-5, would increase the permitted FAR in the Proposed Rezoning Area (see **Figure 2** for the Proposed Rezoning Area boundaries) from 2.4 and 4.8 to 6.5,⁴ allowing for additional development of commercial, light industrial, and community facility uses than could be provided under existing conditions, in addition to reducing the loading dock and accessory parking requirements. While the Proposed Rezoning Area under an M1-5 district would still be governed by the sky-exposure plane as under the existing M1-1 and M1-2 zoning, the additional permitted density under the M1-5 district would result in larger building envelopes to accommodate the increase in permitted commercial, light industrial, and community facility uses. As shown in **Figure 2**, the northern boundary of the Proposed Rezoning Area would extend approximately 550 feet along Seigel Street, approximately 200 feet along White Street, and approximately 550 feet along Moore Street.

Large-Scale General Development (LSGD) Special Permit

A LSGD Special Permit pursuant to ZR Section 74-743(a)(2), which will be applicable only for the Applicant-owned lots comprising the Zoning Lot, is being sought to allow the Applicant to waive underlying yard and height and setback regulations. Absent the LSGD Special Permit, the Proposed Project under M1-5 zoning would be (1) required to provide a rear yard with a minimum depth of 20 feet; and (2) limited to a maximum streetwall height 85 feet or six stories (whichever is less), with an initial setback distance of 20 feet along narrow streets and 15 feet along wide streets.⁵ By waiving the underlying yard and height and setback regulations, the proposed LSGD Special Permit would allow greater design flexibility for the purpose of better site planning and urban design.⁶ LSGDs are typically located in medium- or high-density commercial or manufacturing districts and uses in an LSGD must adhere to the underlying zoning district. The waivers granted under the LSGD Special Permit would result in a better site plan and relationships among buildings and open areas to adjacent streets, surrounding development, and adjacent open areas that would not be possible without such modification. Upon approval, the Applicant would enter into a Restrictive Declaration (RD), a legally binding mechanism tied to the Zoning Lot that would govern the provisions of the LSGD. This would ensure that the Proposed Project is the RWCDs in terms of building

⁴ Reflects maximum permitted FAR for community facility uses; the maximum permitted commercial FAR in M1-1, M1-2, and M1-5 districts are 1.0, 2.0, and 5.0, respectively.

⁵ It should be noted that the portion of Lot 22 located outside the Proposed Rezoning Area would remain under the existing M1-1 zoning district regulations. As such, absent the LSGD Special Permit, this portion of Lot 22 would be (1) required to provide a rear yard with a minimum depth of 20 feet; and (2) limited to a maximum streetwall height of 30 feet or two stories (whichever is less), with an initial setback distance 20 feet along narrow streets and 15 feet along wide streets.

⁶ It should be noted that the proposed LSGD Special Permit height and setback waivers would only apply to the portion of the Proposed Project within the remaining M1-1 district; all other portions of the building within the proposed M1-5 district would be compliant with M1-5 zoning and would not exceed the limits of the *sky-exposure plane*. Therefore, the proposed LSGD Special Permit would not include any height and setback waivers for the portions of the Proposed Project within the proposed M1-5 district.

envelope.

Public Parking Garage Special Permit

A Public Parking Garage Special Permit by the CPC pursuant to ZR Section 74-52, which will be applicable to the Zoning Lot only, is being sought to allow the Applicant to provide a public parking garage in excess of 150 spaces on Projected Development Site 1. Without the proposed Public Parking Garage Special Permit, Projected Development Site 1 would provide only the maximum number of spaces permitted pursuant to the proposed M1-5 zoning (i.e., 150 spaces), which the Applicant believes would not be sufficient to satisfy the Proposed Project's anticipated site-generated parking demand. Specifically, Projected Development Site 1 is expected to generate a weekday parking accumulation that peaks at approximately 250 vehicles. Much of the anticipated parking demand would be generated by the Proposed Project's office and exposition uses. The greatest demand for office users is expected to occur during weekday work hours (8:00 AM to 5:00 PM), whereas parking demand for the Proposed Project's exposition space users would generally peak during the evening hours (4:00 PM to 10:00 PM). The Public Parking Garage Special Permit would enable the building to provide additional parking spaces and to make productive use of its cellar space.

The Proposed Project

The Proposed Actions would facilitate the development of the Proposed Project, a new 13-story (200-foot-tall) office, retail, and for-profit exposition space building on Projected Development Site 1 (215 Moore Street; Block 3100, Lots 22, 26, 32, 61, 63, 66, 67, and 68). The Proposed Project would contain 375,824 gsf of office space, 16,026 gsf of retail, 79,592 gsf of exposition space, and 249 accessory parking spaces. As shown in **Figures 6 and 7**, the Proposed Project would be built to the lot line along Seigel and Moore streets and would be comprised of a three-story base, above which the building would set back approximately 20 feet before rising an additional 10 stories to a maximum height of approximately 200 feet. Beginning at the fourth floor, the building's massing would be irregular in shape, with each floor having a uniquely-shaped floorplate. The Proposed Project's retail space would be located on the ground floor and would be accessed from both the Seigel Street and Moore Street frontages. Office uses would be located on floors two through 13; the primary entrance to the office uses would be on Moore Street. The proposed exposition space would be located on the first and second cellar levels, with entrances located on Seigel Street. The Proposed Project would also include four curb cuts on the western end of Projected Development Site 1's Seigel Street frontage; two 25' curb cuts would be devoted to the four required loading docks, and a 20' and 25' curb cut would provide vehicle entry and exit to the building's 52,185 gsf, 249-space, below ground parking facility. Each curb cut would be separated by five feet (see **Figure 7**).

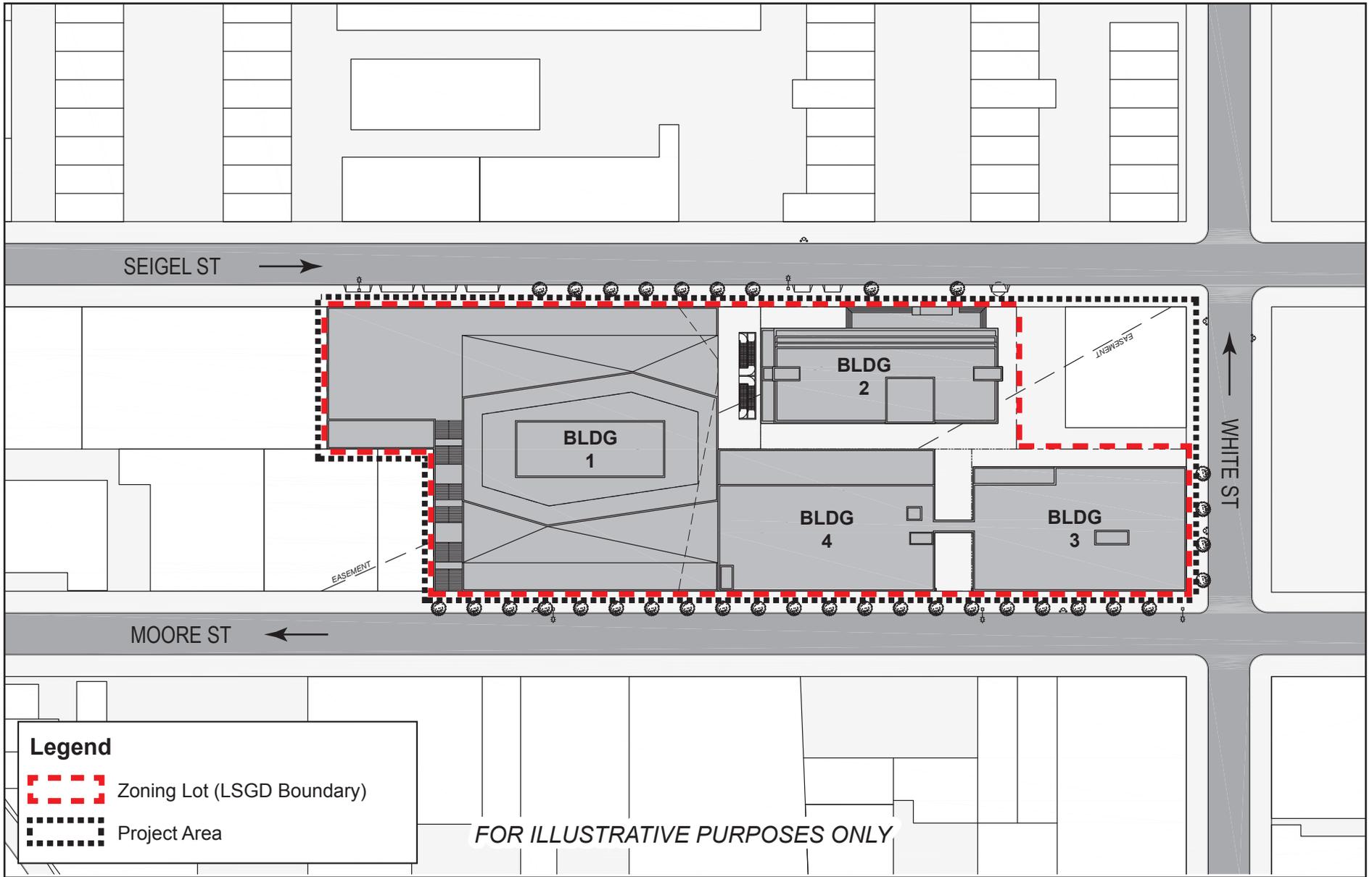
As noted above, Projected Development Site 1 would be located within the 101,442-sf Zoning Lot comprised of the Development Site, in addition to adjacent lots 34, 47, and 56, which are currently being redeveloped as-of-right with three predominantly commercial buildings (see **Figure 7**).

D. ANALYSIS FRAMEWORK FOR ENVIRONMENTAL REVIEW

The Proposed Actions would change the regulatory controls governing land use and development in the Project Area. The 2014 *CEQR Technical Manual* will serve as the general guide on the methodologies and impact criteria for evaluating the Proposed Actions' potential effects on various environmental areas of analysis. The DEIS defines a RWCDs for analysis using site-specific assumptions that can be reasonably



FOR ILLUSTRATIVE PURPOSES ONLY



anticipated base on zoning and surrounding land use trends. Based on this, the DEIS considers the Proposed Actions' potential to result in significant adverse impacts on the environmental setting.

Reasonable Worst-Case Development Scenario (RWCDs)

In order to assess the possible effects of the Proposed Actions, a RWCDs was developed for both Future No-Action and Future With-Action conditions. The incremental difference between the Future No-Action and Future With-Action conditions will serve as the basis for the impact analyses of the DEIS.

Analysis Year

Accounting for the ULURP approval timeline and based on the Proposed Project's anticipated 30-month construction timeline, it is assumed that full build-out of the Proposed Project would occur by 2023. Additionally, as noted above and described in greater detail below, a second projected development site has been identified in the Proposed Rezoning Area that is likely to be developed as a result of the Proposed Actions (Lots 41 and 45, or "Projected Development Site 2"). However, as described below, no formal redevelopment plans exist for the non-Applicant-owned site. Nonetheless, the site meets the CEQR soft site criteria and, as such, is anticipated to be redeveloped by 2026. This analysis year reflects a reasonable estimate of the time needed for developers to demolish the existing structures on Lots 41 and 45, design the project, obtain design approvals, and construct the project (approximately five years). Accordingly, the DEIS will use a 2026 analysis year. As all developments facilitated by the Proposed Actions are expected to be operational in 2026, its environmental setting is not the current environment, but the future environment. Therefore, the technical analyses assess current conditions and forecast these conditions to the analysis year of 2026 for the purposes of determining potential impacts.

Development Site Criteria

According to the *CEQR Technical Manual*, the following factors, commonly referred to as "soft site criteria," are generally considered when evaluating whether some amount of development would likely be construction by the built year as a result of the proposed action:

- The use and bulk allowed: Lots located in areas where changes in use would be permitted and/or contain buildings built to substantially less than the maximum allowable FAR under the existing zoning are considered "soft" enough, such that there would likely be sufficient incentive to develop in the future, depending on other factors specific to the area (e.g., the amount and type of recent as-of-right development in the area, recent real estate trends, site-specific conditions that make development difficult, and issues related to site control or site assemblage that may affect redevelopment potential); and
- Size of the development site: Lots must be large enough to be considered "soft." Generally, lots with a small lot size are not considered likely to be redeveloped, even if currently built to substantially less than the maximum allowable FAR. A small lot is often defined for this purpose as 5,000 sf or less, but the lot size criteria is dependent on neighborhood-specific trends, and common development sizes in the study area should be examined prior to establishing these criteria.

However, the following uses and types of buildings that meet the soft site criteria are typically excluded from development scenarios because they are unlikely to be redeveloped as a result of the proposed action:

- Full block and newly constructed buildings with utility uses, as these uses are often difficult to

relocate;

- Lots where construction is actively occurring or has recently been completed, as well as lots with recent alterations that would have required substantial capital investment, unless recently constructed or altered lots were built to less than or equal to half of the maximum allowable FAR under the proposed zoning;
- Lots whose location or irregular shape would preclude or greatly limit future as-of-right development. Generally, development on irregular lots does not produce marketable floor space;
- Long-standing institutional uses with no known development plans; or
- Residential buildings with six or more units constructed before 1974. These buildings are likely to be rent-stabilized and difficult to legally demolish due to tenant relocation requirements.

ZONING LOT

The Zoning Lot at 215 Moore Street (Lots 22, 26, 32, 34, 47, 56, 61, 63, and 66-68) currently has a built FAR of approximately 0.43, which is approximately 26 percent of the Zoning Lot's existing weighted maximum commercial FAR of 1.65, and approximately nine percent of the proposed M1-5 zoning maximum commercial FAR of 4.79.⁷ As described above, the Applicant intends to redevelop Projected Development Site 1 in addition to the as-of-right development currently being constructed on the remainder of the Applicant-owned Zoning Lot (i.e., lots 34, 47, and 56), which comprises the majority of the area to be rezoned. Therefore, the Zoning Lot, which is comprised of Projected Development Site 1 and the as-of-right hotel and commercial buildings on lots 34, 47, and 56, is considered a known development site for environmental analysis purposes.

REMAINDER OF THE PROJECT AREA

In addition to the Applicant's property, the Project Area also includes the entirety of two privately-owned tax lots that are not controlled by the Applicant (Lot 41 and 45), and a 20' 6.5" portion of the privately-owned Lot 69.

Lot 41 has a total lot area of 8,550 sf and a built FAR of 1.17, which represents 59 percent of the existing permitted commercial FAR and 23 percent of the proposed M1-5 district's maximum permitted commercial FAR. Adjacent Lot 45 has a total lot area of 3,400 sf and a built FAR of 1.0, which represents 50 percent of the existing permitted commercial FAR and 20 percent of the proposed M1-5 district's maximum permitted commercial FAR. Although Lot 45 occupies less than 5,000 sf, as it meets several other criteria for a "soft site," for RWCDs purposes, it is assumed that Lots 41 and 45 would be redeveloped together as a result of the Proposed Actions ("Projected Development Site 2").

As the proposed M1-5 zoning district would extend 20' 6.5" from the eastern edge of Lot 69, and thus, beyond 50 percent of its lot area, and as the greatest distance from the M1-5 district boundary to the lot's western boundary would not exceed 25 feet, the M1-5 zoning would apply to the entirety of Lot 69 pursuant to ZR Section 77-211. However, Lot 69 occupies less than 5,000 sf, and is unlikely to be redeveloped as it does not meet CEQR "soft site" criteria. Therefore, Lot 69 is not considered a projected

⁷ M1-5 zoning districts generally permit a maximum commercial FAR of 5.00; however, the westernmost 54'-1" of lot 22 of the Zoning Lot (comprising a total of 5,408.3 sf of lot area) is located outside of the Proposed Rezoning Area, and as such, would continue to be governed by the existing M1-1 zoning. Therefore, in the future with the proposed M1-5 rezoning, the Zoning Lot would be permitted a maximum commercial FAR of 4.79.

development site.

The Future without the Proposed Actions (No-Action Condition)

The future without the Proposed Actions condition—also known as the “No-Action condition”—assumes the future without approval of the Proposed Actions. Absent the Proposed Actions, it is anticipated that ongoing as-of-right construction on the Applicant-owned Lots 34, 47, and 56 (Buildings 2, 3, and 4) would be completed. While no new construction is assumed on Projected Development Site 2 in the future without the Proposed Actions, it is assumed that the currently vacant, approximately 3,948-gsf former industrial building would be reoccupied with light industrial/warehousing uses in the No-Action condition. As such, No-Action Project Area uses would total 217,178 gsf, including 179,661 gsf of commercial uses (comprising 59,391 gsf of office, 14,768 gsf of local retail, and 105,502 gsf of hotel uses with 150 rooms), 19,548 gsf of community facility uses (comprising 16,215 gsf of Use Group 3A space and 3,333 gsf of medical office uses),⁸ 6,733 gsf of light industrial uses (comprising 3,333 gsf of custom fabricating space and 3,400 gsf of warehouse space), and a total of 154 accessory parking spaces (including 43 enclosed spaces occupying 11,235 gsf of Building 2, 103 unenclosed spaces on Lots 22, 26, 32, and 66-68, and eight unenclosed spaces on Lot 41). A summary of the No-Action uses within the Project Area is provided in **Table 1**, below.

The Future with the Proposed Actions (With-Action Condition)

The future with the Proposed Actions condition—also known as the “With-Action condition”—assumes the Zoning Lot would be redeveloped as proposed by the Applicant. The requested LSGD Special Permit would require the submission of drawings to the CPC and would require that the Proposed Project’s development program be within the scope of the RWCDs analyzed in the EIS. Furthermore, upon approval of the LSGD Special Permit, the Applicant would enter into a Restrictive Declaration (RD), a legally binding mechanism tied to the Zoning Lot that would govern the provisions of the LSGD. Therefore, the Proposed Project would represent the upper bounds of potential development within the Zoning Lot and the impact of the Proposed Actions would be no worse than those considered in the EIS.

In addition, as the proposed rezoning would increase the permitted FAR on the non-Applicant-owned Lots 41 and 45, it is assumed that the two lots (“Projected Development Site 2”) would be redeveloped with a 5.0-FAR commercial development comprising 58,725 gsf of commercial office uses and 7,000 gsf of local retail uses in the future with the Proposed Actions. The assumed With-Action development on Projected Development Site 2 would maximize the permitted commercial FAR and, therefore, represents the RWCDs.

As a result, the combined total With-Action development scenario for the Project Area would include 479,940 gsf of commercial office uses, 34,374 gsf of retail uses, 105,502 gsf of hotel uses (comprising 150 rooms), 79,592 gsf of for-profit exposition space, 16,215 gsf of community facility uses, and 63,420 gsf of parking uses (comprising 43 accessory parking spaces and 249 public parking spaces) (see **Table 1**).

Possible Effects of the Proposed Actions

Table 1 provides a comparison of the No-Action and With-Action scenarios identified for analysis purposes

⁸ As described above, Use Group 3A (museum) is permitted at the as-of-right development on Lot 34 pursuant to ZR Section 42-12.

of the Proposed Actions. As shown, the incremental (net) change that would result from the Proposed Actions would be the net addition of 420,549 gsf of office space, 19,606 gsf of retail space, 79,592 gsf of exposition space, and 249 off-street public parking spaces, as well as a net reduction of approximately 3,333 gsf of community facility space, 6,733 gsf of industrial space, and 111 off-street accessory parking spaces. **Table 1** also provides an estimate of the number of workers generated by the Proposed Actions. As shown in **Table 1**, based off these ratios, the incremental change in workers that would result from the Proposed Actions is the net addition of 1,824 workers.

TABLE 1
Comparison of RWCDs No-Action and With-Action Development Scenarios (Project Area)

Use	No-Action Scenario		With-Action Scenario		Increment
	Zoning Lot (Project Development Site 1 + Lots 34, 47, 56)	Projected Development Site 2	Zoning Lot (Project Development Site 1 + Lots 34, 47, 56)	Projected Development Site 2	Project Area
Commercial	176,328 gsf	3,333 gsf	633,683 gsf	65,725 gsf	+519,747 gsf
Office	56,058 gsf	3,333 gsf	421,215 gsf	58,725 gsf	+420,549 gsf
Retail	14,768 gsf	0 gsf	27,374 gsf	7,000 gsf	+19,606 gsf
Hotel	105,502 gsf	0 gsf	105,502 gsf	0 gsf	0 gsf
Exposition Space	0 gsf	0 gsf	79,592 gsf	0 gsf	+79,592 gsf
Community Facility ¹	16,215 gsf	3,333 gsf	16,215 gsf	0 gsf	-3,333 gsf
Light Industrial	0 gsf	6,733 gsf	0 gsf	0 gsf	- 6,733 gsf
Parking					
Accessory	146 spaces (11,235 gsf + unenclosed parking)	8 spaces	43 spaces (11,235 gsf)	0 spaces (0 gsf)	-111 spaces (elimination of unenclosed parking)
Public	0 spaces		249 spaces (52,185 gsf)	0 spaces (0 gsf)	+249 spaces (+52,185 gsf)
TOTAL	217,178 gsf		779,043 gsf		+561,865 gsf
Workers ²	412 workers		2,236 workers		+1,824 workers

Notes:

¹ Though Use Group 3A is generally not permitted in M1 districts, the as-of-right development on Lot 34 includes approximately 16,215 gsf of community facility (museum) uses pursuant to ZR Section 42-12, which permits museum uses that are ancillary to motion picture production, radio, or television studios, provided they are located within 500 feet of such studios and do not exceed 75,000 sf of floor area.

² Estimate of workers is based on standard rates and are as follows: four workers per 1,000 gsf of office space; one worker per 3.67 hotel rooms; one worker per 300 gsf of retail space; one worker per 333 gsf of community facility space; one worker per 1,000 gsf light industrial space; one worker per 900 gsf of exposition space; and one worker per 50 attended parking spaces.

E. PROPOSED SCOPE OF WORK FOR THE DEIS

Because the Proposed Actions would affect various areas of environmental concern and were found to have the potential for significant adverse impacts in a number of impact categories, pursuant to the EAS and Positive Declaration, a DEIS will be prepared for the Proposed Actions that will analyze all technical areas of concern.

The DEIS will be prepared in conformance with all applicable laws and regulations, including the State Environmental Quality Review Act (SEQRA; Article 8 of the New York State Environmental Conservation Law) and its implementing regulations found at 6 NYCRR Part 617, New York City Executive Order No. 91 of 1977, as amended, and the Rules and Procedure for CEQR, found at Title 62, Chapter 5 of the Rules of the City of New York.

The DEIS, following the guidance of the 2014 *CEQR Technical Manual*, will include:

- A description of the Proposed Actions, Proposed Project, and its environmental setting;
- A statement of the environmental impacts of the Proposed Actions, including short- and long-term effects and typical associated environmental effects;
- An identification of any adverse environmental effects that cannot be avoided if the Proposed Actions are implemented;
- A discussion of reasonable alternatives to the Proposed Actions;
- An identification of irreversible and irretrievable commitments of resources that would be involved in the Proposed Actions, should it be implemented; and
- A description of mitigation proposed to eliminate or minimize any significant adverse environmental impacts.

Based on the preliminary screening assessments as outlined in the *CEQR Technical Manual* and detailed in the EAS for the Proposed Actions, all of the CEQR technical areas warrant assessment and would therefore be included in the DEIS, with the following exceptions: community facilities and services; natural resources; and solid waste and sanitation services. The specific technical areas to be included in the DEIS, as well as their respective tasks and methodologies, are described below.

TASK 1. PROJECT DESCRIPTION

The first chapter of the DEIS introduces the reader to the Proposed Actions and sets the context in which to assess impacts. This chapter contains a description of the Proposed Actions: site location; the background and/or history of the project; a statement of the purpose and need; key planning considerations that have shaped the current proposal; a detailed description of the Proposed Actions; and discussion of the approvals required, procedures to be followed, and the environmental review process.

In addition, the Project Description chapter will present the planning background and rationale for the actions being proposed and summarize the RWCDs for analysis in the DEIS.

TASK 2. LAND USE, ZONING, AND PUBLIC POLICY

A land use analysis characterizes the uses and development trends in the area that may be affected by a proposed action, and determines whether a proposed action is either compatible with those conditions or whether it may affect them. Similarly, the analysis considers the action's compliance with, and effect on, the area's zoning and other applicable public policies. This chapter will analyze the potential impacts of the Proposed Actions on land use, zoning, and public policy, pursuant to the methodologies presented in the *CEQR Technical Manual*. The primary land use study area will consist of the Project Area, where the potential effects of the Proposed Actions would be directly experienced (reflecting the Proposed Actions and resultant RWCDs). The secondary land use study area would include the neighboring areas within a ¼-mile radius from the Project Area, as shown in **Figure 5**, which could experience indirect impacts. The analysis will include the following subtasks:

- Provide a brief development history of the primary (i.e., Project Area) and secondary study areas.
- Provide a description and map of land use patterns and trends in the study areas, including recent development activity.
- Describe and map existing zoning and recent zoning actions in the study areas.

- Describe public policies that apply the study areas, including specific development projects and plans for public improvement, including: PlaNYC, the Industrial Action Plan, the North Brooklyn Industry and Innovation Plan, and the McKibbin-Moore URP.
- Based on field surveys and prior studies, identify, describe, and graphically portray predominant land use patterns for the balance of the study areas. Describe recent land use trends in the study areas and identify major factors influencing land use trends.
- Prepare a list of future development projects in the study areas that are expected to be constructed by the 2023 analysis year and may influence future land use trends. Also, identify pending zoning actions or other public policy actions that could affect land use patterns and trends in the study areas. Based on these planned projects and initiatives, assess future land use and zoning conditions without the Proposed Actions (No-Action condition).
- Describe proposed zoning changes and the potential land use changes resulting from the Proposed Actions.
- Assess the potential impacts of the Proposed Actions on land use, land use trends, zoning, and public policy.
- Describe the Proposed Actions' potential effects related to issues of compatibility with surrounding land use, the consistency with zoning and other public policies, and the effect of the Proposed Actions on ongoing development trends and conditions in the study areas.
- If necessary, mitigation measures to avoid or reduce potential significant adverse land use, zoning, and/or public policy impacts will be identified.

TASK 3. SOCIOECONOMIC CONDITIONS

The socioeconomic character of an area includes its population, housing, and economic activity. Socioeconomic changes may occur when a project directly or indirectly changes any of these elements. Although socioeconomic changes may not result in impacts under CEQR, they are disclosed if they would affect land use patterns, low-income populations, the availability of goods and services, or economic investment in a way that changes the socioeconomic character of the area. This chapter will assess the Proposed Actions' potential effects on the socioeconomic character of the study area.

The five principal issues of concern with respect to socioeconomic conditions are whether a proposed action would result in significant adverse impacts due to: (1) direct residential displacement; (2) direct business and institutional displacement; (3) indirect residential displacement; (4) indirect business and institutional displacement; and (5) adverse effects on specific industries. As detailed below, the Proposed Actions do not warrant an assessment of socioeconomic conditions with respect to direct or indirect residential displacement. The assessment of the remaining areas of concern will begin with a preliminary assessment to determine whether a detailed analysis is necessary, in conformance with the *CEQR Technical Manual* guidance. Detailed analyses will be conducted for those areas in which the preliminary assessment cannot definitively rule out the potential for significant adverse impacts. The detailed assessments will be framed in the context of existing conditions and evaluations of the Future No-Action and With-Action conditions in 2023, including any population and employment changes anticipated to take place by the analysis year of the Proposed Actions.

Direct Residential Displacement

The Proposed Actions would not directly displace any residents, and therefore this issue does not

require analysis in the EIS.

Direct Business Displacement

The Project Area contains several active businesses, six of which are located on either the Projected Development Site 1 or Projected Development Site 2 and, therefore, would be directly displaced as a result of the Proposed Actions. As the potential direct business displacement under the Proposed Actions is not expected to exceed the 100-employee CEQR threshold, a detailed assessment of direct business displacement is not warranted. The EIS will identify the existing businesses at each projected development site, including a description of the type and an estimate of the number of employees.

Indirect Business Displacement

The indirect business displacement analysis determines whether the Proposed Actions may introduce trends that would make it difficult for those businesses that provide products or services essential to the local economy, or those subject to regulations or publicly adopted plans to preserve, enhance, or otherwise protect them, to remain in the area. The purpose of the preliminary assessment is to determine whether a proposed action has potential to introduce such a trend. The RWCDs would introduce more than 200,000 sf of new commercial uses to the area, which is the analysis threshold for “substantial” new development warranting a preliminary assessment. The preliminary assessment will entail the following subtasks:

- Identify and characterize conditions and trends in employment and businesses within the study area. This analysis will be based on field surveys, employment data from the New York State Department of Labor (NYSDOL) and/or Census, and discussions with real estate brokers.
- Determine whether the RWCDs would introduce enough of a new economic activity or alter existing economic patterns.
- Determine whether the RWCDs would add to the concentration of a particular sector of the local economy enough to alter or accelerate an ongoing trend to alter existing economic patterns.
- Determine whether the RWCDs would directly displace uses of any type that directly support businesses in the area or bring people to the area that form a customer base for local businesses.
- Determine whether the RWCDs would directly or indirectly displace residents, workers, or visitors who form the customer base of existing businesses in the area.

If the preliminary assessment determines that the Proposed Actions could introduce trends that make it difficult for businesses that are essential to the local economy to remain in the area, a detailed analysis will be conducted. The detailed analysis would determine whether the Proposed Actions would increase property values and thus increase rents for a potentially vulnerable category of business and whether relocation opportunities exist for those businesses.

An assessment of the indirect business displacement due to market saturation is not warranted. The Proposed Actions are not expected to add to, or create, a retail concentration that may draw a substantial amount of sales from existing businesses within the study area to the extent that certain categories of business close and vacancies in the area increase, thus resulting in a potential for disinvestment on local retail streets. The RWCDs is expected to introduce an increment of up to approximately 19,606 gsf of retail uses as compared to the No-Action condition. Projects resulting in less than 200,000 sf of regional-serving retail in the study area, or less than 200,000 sf of locally-serving or regional-serving retail on a

single site would not typically result in socioeconomic impacts, according to *CEQR Technical Manual* guidance. As the RWCDs would not exceed the CEQR threshold, no further analysis is warranted.

Adverse Effects on Specific Industries

The analyses of direct business displacement will provide sufficient information to determine whether the Proposed Actions could have any adverse effects on a specific industry, compared with the future without the Proposed Actions. The analysis will determine:

- Whether the Proposed Actions would significantly affect business conditions in any industry or category of businesses within or outside the study areas.
- Whether the Proposed Actions would substantially reduce employment or impair viability in a specific industry or category of businesses.

The industries or categories of businesses that will be considered in this assessment are those specified in the North American Industry Classification System (NAICS) as promulgated by the U.S. Census Bureau.

TASK 4. OPEN SPACE

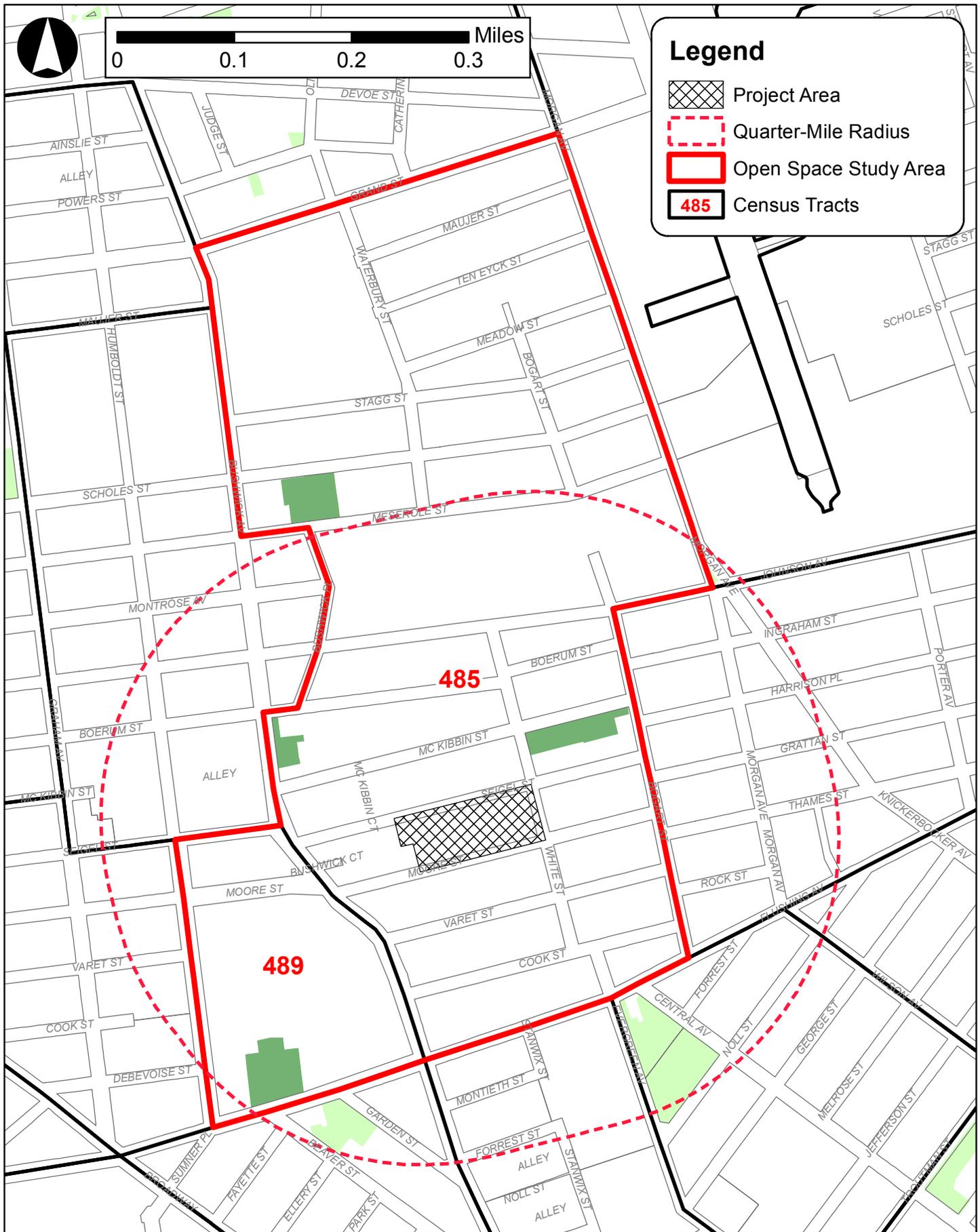
If a project may add population to an area, demand for existing open space facilities would typically increase. Indirect effects may occur when the population generated by a proposed action would be sufficiently large to noticeably diminish the ability of an area's open space to serve the future population. For the majority of projects, an assessment is conducted if the proposed action would generate more than 200 residents or 500 employees, or a similar number of other uses. However, the need for an open space assessment may vary in certain areas of the City that are considered either underserved or well-served by open space; if a project is located in an underserved area, an open space assessment should be conducted if that project would generate more than 50 residents or 125 workers. The Project Area is neither underserved nor well-served, and the RWCDs exceeds the worker analysis threshold of 500.⁹ Therefore, an assessment of nonresidential open space is warranted and will be provided in the DEIS.

The open space analysis will consider passive open space resources within a nonresidential (¼-mile radius) study area. The study areas will generally comprise those census tracts that have 50 percent or more of their area located within the ¼-mile radius of the Project Area, as recommended in the *CEQR Technical Manual*. The resultant open space study area is shown in **Figure 8**.

The detailed open space analysis in the DEIS will include the following subtasks:

- Characteristics of worker/daytime open space users will be determined. The number of employees and daytime workers in the study area will be calculated based on 2010 Census reverse journey-to-work census data.
- Existing open spaces within the ¼-mile open space study area will be inventoried and mapped. The condition and usage of existing facilities will be described based on the inventory and field

⁹ As presented in Table 1, it is anticipated that the Proposed Actions would result in the increment of approximately 1,824 workers.



visits. Acreages of these facilities will be determined and the total study area acreages will be calculated. The percentage of passive and active open space will also be calculated.

- Based on the inventory of facilities and study area populations, a passive open space ratio will be calculated for the worker populations and compared to City guidance to assess adequacy. Passive open space ratios are expressed as the amount of passive open space acreage per 1,000 non-residential population.
- Expected changes in future levels of open space supply and demand in the 2023 analysis year will be assessed, based on other planned development projects within the open space study area. Any new open space or recreational facilities that are anticipated to be operational by the analysis year will also be accounted for. The passive open space ratio will be calculated for future No-Action conditions and compared with the exiting ratio to determine the change in future levels of adequacy.
- Effects on open space supply and demand resulting from the increased worker population associated with the RWCDs will be assessed. Any new accessory open space facilities included in the RWCDs would also be taken into account. The assessment of the Proposed Actions' impacts will be based on a comparison of the passive open space ratio for the future No-Action versus future With-Action conditions. In addition to the quantitative analysis, a qualitative analysis will be performed to determine if the changes resulting from the Proposed Actions constitute a substantial change (positive or negative) or an adverse effect to open space conditions. The qualitative analysis will assess whether or not the study area is sufficiently served by passive open space, given the capacity, condition, and distribution of open space, and the profile of the study area population.

TASK 5. SHADOWS

A shadows analysis assesses whether new structures resulting from a proposed action would cast shadows on sunlight sensitive publicly accessible resources or other resources of concern, such as natural resources, and to assess the significance of their impact. This chapter will examine the RWCDs' potential for significant and adverse shadow impacts pursuant to *CEQR Technical Manual* criteria. Generally, the potential for shadow impacts exists if an action would result in new structures or additions to buildings resulting in structures over 50 feet in height that could cast shadows on important natural features, publicly accessible open space, or on historic features that are dependent on sunlight. New construction or building additions resulting in incremental height changes of less than 50 feet can also potentially result in shadow impacts if they are located adjacent to, or across the street from, a sunlight-sensitive resource.

Based on the anticipated height and bulk of the RWCDs envelope, the Proposed Actions would result in the construction of new buildings that would be greater than 50 feet in height. The DEIS will assess the RWCDs on a site-specific basis for potential shadowing effects on sunlight-sensitive uses and disclose the range of shadow impacts, if any, which are likely to result from the Proposed Actions. The shadows analysis in the DEIS will include the following subtasks:

- A preliminary shadows screening assessment will be prepared to ascertain whether shadows from the RWCDs may potentially reach any sunlight-sensitive resources at any time of year.
 - A Tier 1 Screening Assessment will be conducted to determine the longest shadow study area for the RWCDs, which is defined as 4.3 times the height of a structure (the longest shadow that would occur on December 21, the winter solstice), pursuant to the *CEQR*

Technical Manual. A base map that illustrates the locations of Projected Development Sites 1 and 2 in relation to the sunlight-sensitive resources will be developed.

- A Tier 2 Screening Assessment will be conducted if any portion of a sunlight-sensitive resource lies within the longest shadow study area. The Tier 2 assessment will determine the triangular area that cannot be shaded by the developments, which in New York City is the area that lies between -108 and +108 degrees from true north.
- If any portion of a sunlight-sensitive resource is within the area that could be potentially shaded by the developments, a Tier 3 Screening Assessment will be conducted. The Tier 3 Screening Assessment will determine if shadows resulting from the RWCDs can reach a sunlight-sensitive resource through the use of three-dimensional computer modeling software with the capacity to accurately calculate shadow patterns. The model will include a three-dimensional representation of the sunlight-sensitive resource(s), a three-dimensional representation of the Proposed Project and projected development, and a three-dimensional representation of the topographical information within the area to determine the extent and duration of new shadows that would be cast on sunlight-sensitive resources as a result of the Proposed Actions.
- If the screening analysis does not rule out the possibility that action-generated shadows would reach any sunlight-sensitive resources, a detailed analysis of potential shadow impacts on publicly-accessible open spaces or sunlight-sensitive historic resources resulting from the Proposed Actions will be provided in the DEIS. The detailed shadow analysis will establish a baseline condition (No-Action), which will be compared to the future condition resulting from the Proposed Actions (With-Action) to illustrate the shadows cast by existing or future buildings and distinguish the additional (incremental) shadow cast by the RWCDs buildings. The detailed analysis will include the following tasks:
 - The analysis will be documented with graphics comparing shadows resulting from the No-Action condition with shadows resulting from the RWCDs, with incremental shadow highlighted in a contrasting color.
 - A summary table listing the entry and exit times and total duration of incremental shadow on each applicable representative day for each affected resource will be provided.
 - The significance of any shadow impacts on sunlight-sensitive resources will be assessed.
 - If potential significant adverse impacts are identified, the amount of remaining sunlight on those sensitive resources, as well as the types of vegetation and or recreational activities involved, will be considered.

TASK 6. HISTORIC AND CULTURAL RESOURCES

Historic and cultural resources include both architectural and archaeological resources. Such resources are identified as districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, and archaeological importance. As the Proposed Actions would induce development that could result in new in-ground disturbance and construction, it has the potential to result in impacts to archaeological and architectural resources. Impacts on historic resources are considered on the affected site and in the surrounding area. The historic resources study area is therefore defined as the directly affected area (i.e., the Project Area), plus a 400-foot radius, as per the guidance provided in the *CEQR Technical Manual*. Archaeological resources are considered only for the Project Area, where new in-ground disturbance would occur compared to No-Action conditions. This is discussed in more detail below.

Archaeological Resources

As presented in the EAS, while development of the Proposed Project and Projected Development Site 2 would entail excavation at depths greater than currently exist on the site, based on a letter provided by the New York City Landmarks Preservation Commission (LPC) on November 13, 2018, none of the lots comprising Projected Development Sites 1 or 2 have archaeological significance. As such, an assessment of archaeological resources is not warranted, and no significant adverse impacts would result from the Proposed Actions.

Architectural Resources

Impacts to historic resources may result from both temporary (e.g., related to construction process) and permanent (e.g., related to long-term or permanent result of the Proposed Project or construction project) activities. As part of the architectural resources assessment, known and eligible architectural resources within 400 feet of the Project Area will be identified in consultation with the LPC, mapped, and described. Based on a preliminary review, there is one designated historic resource located within the 400-foot radius of the Project Area: the State/National Register (S/NR) of Historic Places-listed Industrial Complex at 221 McKibbin Street, located one block north of the Project Area. As such, this architectural resource and any additional known and/or eligible architectural resources identified in the study area will be assessed to determine if the Proposed Actions have the potential to result in adverse impacts to study area architectural resources. The assessment would address the following: (a) whether there would be a physical change to the property; or (b) whether there would be a physical change to its setting, such as context or visual prominence (“indirect impacts”), and, if so, is the change likely to alter or eliminate the significant characteristics of the resource that make it important. If significant adverse impacts are identified, mitigation measures would be developed in consultation with LPC.

TASK 7. URBAN DESIGN AND VISUAL RESOURCES

Urban design is the totality of components that may affect a pedestrian’s experience of public space. An assessment of urban design and visual resources is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning. When an action would potentially obstruct view corridors, compete with icons in the skyline, or would result in substantial alterations to the streetscape of the neighborhood by noticeably changing the scale of buildings, a more detailed analysis of urban design and visual resources would be appropriate.

As the Proposed Actions would involve a rezoning to allow higher density, a preliminary assessment of urban design and visual resources will be provided in the DEIS.

The *CEQR Technical Manual* indicates that construction of large buildings at locations that experience high wind conditions may result in an exacerbation of wind conditions due to “channelization” or “downwash” effects that may affect pedestrian safety. The need for a wind analysis is based on a number of factors, including whether the location is exposed to high wind conditions, such as along west and northwest-facing waterfronts, as well as the size and orientation of the buildings that are proposed to be constructed. As the Project Area is not located along a west- or northwest-facing waterfront, a pedestrian wind condition analysis is not warranted for the Proposed Actions pursuant to *CEQR Technical Manual* methodology, and will not be included in the DEIS.

The urban design study area will be the same as that used for the land use analysis (delineated by a ¼-mile radius from the Project Area boundary). For visual resources, the view corridors within the study area from which such resources are publicly viewable will be identified. The preliminary assessment will consist of the following:

- Based on field visits, the current urban design and visual resources of the Project Area and adjacent study area will be described using text, photographs, and other graphic material, as necessary, to identify critical features, use, bulk, form, and scale.
- In coordination with Task 2, Land Use, the changes expected in the urban design and visual character of the study area due to known development projects in the future No-Action condition will be described.
- Potential changes that could occur in the urban design character of the study area as a result of the Proposed Actions will be described. For the Project Area, the analysis will focus on the general massing assumed for the Proposed Project and RWCDs projected development, as well as elements such as streetwall height, setback, and building envelope. Photographs and/or other graphic material will be utilized, where applicable, to assess the potential effects on urban design and visual resources, including view of/to resources of visual or historic significance and a three-dimensional representation of the future With-Action condition streetscape.

A detailed analysis will be prepared if warranted based on the preliminary assessment. Examples of projects that may require a detailed analysis are those that would make substantial alterations to the streetscape of a neighborhood by noticeably changing the scale of buildings, potentially obstructing view corridors, or competing with icons in the skyline, as described in the *CEQR Technical Manual*. The detailed analysis would describe the Project Area and the urban design and visual resources of the surrounding area. The analysis would describe the potential changes that could occur to urban design and visual resources in the future with the Proposed Actions condition, in comparison to the future without the Proposed Actions condition, focusing on the changes that could negatively affect a pedestrian's experience of the area. If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

TASK 8. HAZARDOUS MATERIALS

The objective of the hazardous materials assessment is to determine whether the directly affected area may have been adversely affected by current or historical uses at or adjacent to the site. As development facilitated by the Proposed Actions would require excavation and in-ground disturbance in the Project Area, this chapter of the DEIS will examine the potential for impacts related to subsurface contamination, including an evaluation of the existing soil and groundwater conditions in areas that would be affected by the Proposed Actions.

As part of the hazardous materials task, a Phase I Environmental Site Assessment (ESA) will be prepared. The Phase I ESA will consist of a thorough review of any previous reports, historical maps, City directories, and environmental database materials to identify any potential environmental impacts that would lead to a concern for hazardous materials impacts. A visual inspection will also be conducted to assess any potential for hazardous materials impacts. The Hazardous Materials chapter will summarize the findings of the completed Phase I ESA conducted for the Zoning Lot and will include any necessary recommendations for additional testing or other activities that would be required either prior to or during construction and/or operation of the Proposed Project. The appropriate remediation measures specific to the future uses of the site, including any New York City Department of Environmental Protection (DEP)

recommendations, will be provided in the DEIS. If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified and discussed in the DEIS. Any mitigation requirements will be memorialized by a hazardous materials (E) designation placed on the block and lot pursuant to Section 11-15 of the New York City Zoning Resolution and the (E) Rules. The DEIS would include (E) designation language describing the requirements that would apply.

TASK 9. WATER AND SEWER INFRASTRUCTURE

The water and sewer infrastructure assessment determines whether a proposed action may adversely affect the City's water distribution or sewer system and, if so, assess the effects of such actions to determine whether their impact is significant. The *CEQR Technical Manual* outlines thresholds for analysis of an action's water demand and its generation of wastewater and stormwater. The threshold of preliminary infrastructure analysis for projects outside Manhattan with combined sewers is 400 dwelling units (DUs) or 150,000 sf of commercial development. As the RWCDs With-Action condition would include more than 150,000 sf of commercial development, an assessment of wastewater and stormwater conveyance systems is required. The water and sewer infrastructure analysis will consider the potential for significant adverse impacts resulting from the Proposed Project and RWCDs projected development. DEP will be consulted in preparation of this assessment.

Water Supply

- The existing water distribution system serving the Project Area will be described based on information obtained from DEP's Bureau of Water and Sewer Operations.
- Water demand generated by the Project Area under existing conditions and No-Action and With-Action conditions will be projected.
- The effects of the incremental demand on the City's water supply system will be assessed to determine if there would be impacts to water supply or pressure. The incremental water demand will be the difference between the water demand in the Project Area in the With-Action condition and the demand in the No-Action condition.

Wastewater and Stormwater Infrastructure

- The appropriate study area for the assessment will be established in accordance with *CEQR Technical Manual* guidance and in consultation with DEP. The Project Area is located within the drainage area of the Newtown Creek Wastewater Treatment Plant (WWTP).
- The existing stormwater drainage system and surfaces (pervious or impervious) in the Project Area will be described, and the amount of stormwater generated in the Project Area will be estimated using DEP's volume calculation worksheet.
- The existing sewer system serving the Project Area will be described based on records obtained from DEP. The existing flows to the Newtown Creek WWTP, which serves the Project Area, will be obtained for the latest twelve-month period, and the average dry weather monthly flow will be presented.
- Any changes to the stormwater drainage plan, sewer system, and surface area expected in the future without the Proposed Actions will be described, as warranted.
- Future stormwater generation from the Project Area will be assessed to determine the Proposed Actions' potential to result in impacts. Changes to the Project Area's surface area will be

described, runoff coefficients and runoff for each surface type/area will be presented, and volume and peak discharge rates from the Project Area will be determined based on the DEP volume calculation worksheet.

- Sanitary sewage generation for the Project Area will also be estimated. The effects of the incremental demand on the system will be assessed to determine if there will be any impact on operations of the Newtown Creek WWTP.

A more detailed assessment may be required if increased sanitary or stormwater discharges from the RWCDs With-Action condition are predicted to affect the capacity of portions of the existing sewer system, exacerbate combined sewer overflow (CSO) volumes/frequencies, or contribute greater pollutant loadings in stormwater discharged to receiving water bodies. The scope of a more detailed analysis, if necessary, will be developed based on conclusions from the preliminary infrastructure assessment and coordinated with DEP.

TASK 10. ENERGY

An EIS must include a discussion of the effects of a proposed project on the use and conservation of energy, if applicable and significant, in accordance with CEQR. In most cases, a project does not need a detailed energy assessment, but its operational energy is projected. A detailed energy assessment is limited to projects that may significantly affect the transmission or generation of energy. For other projects, in lieu of a detailed assessment, the estimated amount of energy that would be consumed annually as a result of the day-to-day operation of the buildings and uses resulting from a proposed project is disclosed, as recommended in the *CEQR Technical Manual*.

An analysis of the anticipated additional demand from the Proposed Actions and resultant RWCDs will be provided in the EIS. The EIS will disclose the projected amount of energy consumption during long-term operation resulting from the Proposed Actions. The projected amount of energy consumption during long-term operation (for Projected Development Sites 1 and 2) will be estimated based on the average and annual whole-building energy use rates for New York City (per Table 15-1 of the *CEQR Technical Manual*).

TASK 11. TRANSPORTATION

The objective of a transportation analysis is to determine whether a proposed action may have a potential significant impact on traffic operations and mobility, public transportation facilities and services, pedestrian elements and flow, the safety of all roadway users (pedestrians, bicyclists and motorists), on- and off-street parking, or goods movement. The Proposed Actions are expected to induce new commercial development, which would generate additional vehicular travel and demand for parking, as well as additional subway and bus riders and pedestrian traffic. These new trips have the potential to affect the area's transportation systems.

Travel Demand and Screening Assessment

Detailed travel demand forecasts will be prepared for the RWCDs using standard sources, including the *CEQR Technical Manual*, U.S. census data, previously-approved studies, and other references to determine the worse-case scenario to be analyzed in the DEIS transportation analysis. A travel demand forecast (a Level 1 screening assessment) will be presented by peak hour, mode of travel, and person and vehicle trips. The travel demand forecasts will also identify the number of peak hour person trips made by transit and the numbers of pedestrian trips traversing the area's sidewalks, corner areas, and

crosswalks. Detailed vehicle, pedestrian and transit trip assignments (a Level 2 screening assessment) will be prepared based on the results of the Proposed Actions' travel demand forecast to identify the intersections and pedestrian/transit elements selected for quantified analysis.

Traffic

The DEIS will provide a detailed traffic analysis focusing on those peak hours and street network intersections where the highest concentrations of action-generated demand would occur. The peak hours for analysis will be selected, and the specific intersections to be included in the traffic study area will be determined based upon the assignment of project-generated traffic and the *CEQR Technical Manual* analysis threshold of 50 additional vehicle trips per hour, or at known congested locations. A discussion on the existing bicycle network in the study area will be included in the DEIS.

The following outlines the anticipated scope of work for conducting a traffic impact analysis for the Proposed Actions:

- Conduct a count program for traffic analysis locations that includes a mix of automatic traffic recorder (ATR) machine counts and intersection turning movement counts, along with vehicle classification counts and travel time studies (speed runs) as support data for air quality and noise analyses. Turning movement count data will be collected at each analyzed intersection during the weekday and Saturday peak hours, and will be supplemented by nine days of continuous ATR counts. Vehicle classification count data will be collected during each peak hour at several representative intersections along each of the principal corridors in the study area. The turning movement counts, vehicle classification counts and travel time studies will be conducted concurrently with the ATR counts. Where applicable, available information from recent studies in the vicinity of the study area will be compiled, including data from such agencies as DOT and DCP.
- Inventory physical data at each of the analysis intersections, including street widths, number of traffic lanes and lane widths, pavement markings, turn prohibitions, bicycle routes, curbside parking regulations, and vehicle queue lengths. Signal phasing and timing data for each signalized intersection included in the analysis will be obtained from DOT.
- Determine existing traffic operating characteristics at each analysis intersection including capacities, volume-to-capacity (v/c) ratios, average vehicle delays, and levels of service (LOS) per lane group, per intersection approach, and per overall intersection. This analysis will be conducted using the 2000 Highway Capacity Manual (HCM) methodology with the latest approved Highway Capacity Software (HCS), or other methodology as may be determined in consultation with DOT.
- Based on available sources, Census data, and standard references, including the *CEQR Technical Manual*, estimate the demand from other major developments planned in the vicinity of the Rezoning Area by the 2023 analysis year. This will include total daily and peak hour person and vehicular trips, and the distribution of trips by auto, taxi, and other modes. A truck trip generation forecast will also be prepared based on data from the *CEQR Technical Manual* and previous relevant studies. Mitigation measures accepted for all No-Action projects, as well as other DOT initiatives, will be included in the future No-Action network, as applicable.
- Compute the future 2023 No-Action traffic volumes based on approved background traffic growth rates for the study area (0.50 percent per year) and demand from major development projects expected to be completed in the future without the Proposed Actions. Incorporate any planned changes to the roadway system anticipated by 2023, and determine the No-Action v/c ratios, delays, and LOS at analyzed intersections.

- Based on available sources, Census data, and standard references, including the *CEQR Technical Manual*, develop a travel demand forecast for the RWCDs based on the net change in uses compared to the No-Action condition. Determine the net change in vehicle trips expected to be generated by the RWCDs. Assign the net action-generated trips in each analysis period to likely approach and departure routes, and prepare traffic volume networks for the 2023 future with the Proposed Actions condition for each analyzed peak hour.
- Determine the v/c ratios, delays, and LOS at analyzed intersections for the With-Action condition, and identify significant adverse traffic impacts in accordance with *CEQR Technical Manual* criteria.
- Identify and evaluate potential traffic mitigation measures, as appropriate, for any significantly impacted locations in the study area in consultation with the lead agency and DOT. Potential traffic mitigation could include both operational and physical measures, such as changes to lane striping, curbside parking regulations and traffic signal timing and phasing, roadway widening, and the installation of new traffic signals. Where impacts cannot be fully or partially mitigated, they will be described as unavoidable adverse impacts.

Transit

Detailed transit analyses are generally not required if a proposed action is projected to result in fewer than 200 peak hour rail or bus transit trips according to the general thresholds used by the Metropolitan Transportation Authority (MTA) and specified in the *CEQR Technical Manual*. If a proposed action would result in 50 or more bus trips being assigned to a single bus line (in one direction), or if it would result in an increase of 200 or more trips at a single subway station or on a single subway line, a detailed bus or subway analysis would be warranted.

Subway

The Proposed Actions are expected to generate a net increase of more than 200 additional subway trips at the Morgan Avenue (L) station in one or more peak hour, and would therefore require a detailed subway analysis of this station. In addition, the RWCDs is expected to generate more than 200 new peak hour subway trips per line in one direction and an analysis of the L subway line haul conditions is therefore warranted per *CEQR Technical Manual* analysis criteria. Transit analyses typically focus on the weekday AM and PM commuter peak hours when overall demand on the subway and bus systems is usually highest. The detailed subway analysis will include the following subtasks:

- Identify for analysis those stairways and fare entrance control elements expected to be used by significant concentrations of action-generated demand in the weekday AM and PM peak hours.
- Conduct counts of existing weekday AM and PM peak hour demand at the Morgan Avenue (L) station elements and determine existing v/c ratios and LOS based on *CEQR Technical Manual* criteria.
- Determine volumes and conditions at the Morgan Avenue (L) station elements in the future without the Proposed Actions using approved background growth rates and accounting for any trips expected to be generated by No-Action development within the Project Area, as well as major No-Action projects in the vicinity of the Project Area.
- Add action-generated demand to the No-Action volumes at analyzed subway station elements and determine AM and PM peak hour volumes and conditions in the future with the Proposed Actions.

- Identify potential significant adverse impacts at subway station stairways and fare control elements based on *CEQR Technical Manual* impact criteria.
- As the RWCDs is expected to generate 200 or more subway trips in one direction of the L subway line, subway line haul conditions will also be assessed in the EIS.
- Mitigation needs and potential subway station improvements will be identified, as appropriate, in conjunction with the lead agency and New York City Transit (NYCT). Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

Bus

As part of the DEIS, a Level 1 trip generation and (if warranted) Level 2 bus trip assignment will be prepared for the RWCDs. A detailed analysis of bus conditions is generally not required if a proposed action is projected to result in fewer than 50 peak hour trips being assigned to a single bus route (in one direction) based on the general thresholds used by the MTA and specified in the *CEQR Technical Manual*. As the incremental person-trips by bus generated by the Proposed Actions is not anticipated to exceed 50 peak hour trips in one direction on any of the routes serving the Project Area, a detailed bus analysis is not expected to be warranted and no significant adverse impacts are anticipated.

Pedestrians

Projected pedestrian volumes of less than 200 persons per hour at any pedestrian element (sidewalks, corner areas, and crosswalks) would not typically be considered a significant impact, since the level of increase would not generally be noticeable and therefore would not require further analysis under *CEQR Technical Manual* criteria. Based on the level of new pedestrian demand generated by the RWCDs, it is anticipated that action-generated pedestrian trips would exceed the 200-trip analysis threshold at one or more locations in one or more peak hour. A detailed pedestrian analysis will therefore be prepared for the DEIS focusing on selected sidewalks, corner areas, and crosswalks along corridors that would experience more than 200 additional peak hour pedestrian trips. Pedestrian counts will be conducted at each analysis location and used to determine existing LOS. No-Action and With-Action pedestrian volumes and LOS will be determined based on approved background growth rates, trips expected to be generated by No-Action development in the Project Area and other major projects in the vicinity of the study area, and action-generated demand. The specific pedestrian facilities to be analyzed will be determined in consultation with the lead agency once the assignment of action-generated pedestrian trips has been finalized. The analysis will evaluate the potential for incremental demand from the Proposed Actions to result in significant adverse impacts based on current *CEQR Technical Manual* criteria. Potential measures to mitigate any significant adverse pedestrian impacts will be identified and evaluated, as warranted, in consultation with the lead agency and DOT.

Vehicular and Pedestrian Safety

The City's Vision Zero initiative seeks to eliminate all deaths from traffic crashes regardless of whether on foot, bicycle, or inside a motor vehicle. In an effort to drive these fatalities down, DOT and New York City Police Department (NYPD) developed a set of five plans, each of which analyzes the unique conditions of one New York City borough and recommends actions to address the borough's specific challenges to pedestrian safety. As discussed in the *Vision Zero Brooklyn Pedestrian Safety Action Plan*, the Project Area is located within a Priority Area, which is prioritized for safety interventions. The plans outline a series of recommended actions comprised of engineering, enforcement, and education measures that intend to alter the physical and behavioral conditions on City streets that lead to pedestrian fatality and injury.

Data on traffic crashes involving pedestrians and/or cyclists at study area intersections will be obtained from DOT for the most recent three-year period available. These data will be analyzed to determine if any of the studied locations may be classified as high crash locations and whether vehicle and/or pedestrian trips and any street network changes resulting from the Proposed Actions would adversely affect vehicular and pedestrian safety in the area. If any high crash locations are identified, feasible improvement measures will be explored to alleviate potential safety issues.

Parking

As part of the DEIS transportation task, an hourly parking accumulation forecast will be prepared for the RWCDs. If the overall anticipated demand exceeds the With-Action on-site accessory parking capacity, a detailed parking analysis would be prepared to determine if there is sufficient on- and off-street capacity in the surrounding area to accommodate overflow demand from the Project Area. As the RWCDs would consist of non-residential uses, the analysis of on-street and off-street parking conditions would focus on the weekday midday period, when demand is expected to be highest. Existing on- and off-street parking inventories would be conducted for the weekday midday period (when parking in a business area is frequently at peak occupancy) to document existing supply and demand for each period. Parking utilization within a ¼-mile of the Project Area will be analyzed. If the initial on- and off-street parking assessment shows conditions at or near capacity, then a parking assessment would be conducted up to a ½-mile radius to determine if capacity is available to accommodate the projected demand. The parking analysis would document changes in the parking utilization in proximity to the Project Area under the No-Action and With-Action conditions based on accepted background growth rates and projected demand from No-Action and With-Action development in the Project Area and other major projects in the vicinity of the study area.

TASK 12. AIR QUALITY

CEQR Technical Manual criteria require an air quality assessment for actions that can result in significant air quality impacts. There are mobile source impacts that could arise when an action increases or causes a redistribution of traffic, creates any other mobile sources of pollutants, or adds new uses near existing mobile sources. There are mobile source impacts that could be produced by parking facilities, parking lots, or garages. Stationary source impacts could occur with actions that (a) create new stationary sources or pollutants such as emission stacks from industrial plants, hospitals, or other large institutional uses, or a building's boilers, that can affect surrounding uses; or (b) when they add uses near existing or planned future emission stacks, and the new uses might be affected by the emissions from the stacks; or (c) when they add structures near such stacks and those structures can change the dispersion of emissions from stacks so that they begin to affect surrounding uses.

Mobile Source Analysis

The vehicle trips generated by the RWCDs would potentially exceed the *CEQR Technical Manual's* carbon monoxide (CO) screening threshold of 170 vehicles in a peak hour at one or more intersection and/or the particulate matter (PM) emissions screening threshold of peak hour heavy duty diesel vehicles (HDDV) discussed in Chapter 17, Sections 210 and 311 of the *CEQR Technical Manual*. Therefore, a screening analysis for mobile sources will be performed. If any screening thresholds are exceeded, a detailed mobile source analysis will be required. In addition, as the Proposed Project would include a 249-space public parking garage, the mobile source analysis will include an assessment to determine the garage's effect on air quality. The mobile source analysis will consist of the following tasks:

- A screening analysis for CO and PM will be prepared based on the traffic analysis and the above-mentioned CEQR criteria. If screening levels are exceeded, a dispersion analysis for roadway mobile source impact will be performed and analysis protocol will be prepared and submitted to DCP for review.
- Calculate emission factors for the parking facility analysis. Select emission calculation methodology. Compute vehicular cruise and idle emission factors for the proposed parking facility associated with the traffic analysis performed for the RWCDs using the MOVES 2014a or latest mobile source emission model and applicable assumptions based on guidance from the U. S. Environmental Protection Agency (EPA), the New York State Department of Environmental Conservation (NYSDEC), and the *CEQR Technical Manual*.
- Select appropriate background levels from the NYSDEC's annual report for 2018 at the nearest monitoring stations. Appropriate CO and PM background levels will be selected for the study area.
- Perform an analysis of CO and PM emissions from the proposed parking facility. The analysis will use the procedures outlined in the *CEQR Technical Manual* for assessing potential impacts from the proposed below-grade parking facility. Cumulative impacts from on-street sources and emissions from the parking facility will be calculated, where appropriate.
- Compare with benchmarks and evaluate impacts. Evaluate potential impacts by comparing predicted future CO and PM levels with National Ambient Air Quality Standards (NAAQS) and *de minimis* criteria. If significant adverse impacts are predicted, recommend design measures to minimize impacts.

Stationary Source Analysis

HVAC Analysis

The analysis of the HVAC systems of Project Development Sites 1 and 2 will consider impacts following the screening procedures outlined in the *CEQR Technical Manual* to determine the potential for impacts on existing developments (projects-on-existing), as well as the potential for “project-on-project impacts.” The nearest existing or planned building of a similar or greater height will be analyzed as the potential receptor. If the results fail the initial screening, a refined modeling analysis will be prepared using the latest EPA-approved version of the AERMOD model (v. 18081) and five years of representative meteorological data (2014-2018). In accordance with CEQR guidance, this analysis will be conducted with and without downwash effect. Emission rates will be developed based on the size of the projected developments and assumptions developed to represent boiler stack location(s). Concentrations of nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and particulate matter (PM₁₀ and PM_{2.5}) will be determined at surrounding publicly-accessible locations. Receptors will be placed at publicly accessible locations at ground level and at elevated locations on all facades at multiple elevations on adjacent buildings to identify maximum pollutant concentrations and concentration increments per the guidance provided in the *CEQR Technical Manual*.

Projected potential values will be compared with the NAAQS for NO₂, SO₂, and PM₁₀, and the CEQR *de minimis* criteria for PM_{2.5}. If required, an enforceable legal mechanism, such as an (E) designation, will be proposed to mandate fuel, system, operational, and/or exhaust stack restrictions that would be required to avoid any potential significant adverse air quality impacts.

Industrial Source Analysis

- A land use review will be conducted to identify potential industrial source block/lots within 400 feet of the Project Area based on GIS data and field review of the area.

- DEP permit records will be requested and reviewed for each potential industrial source block/lot. Permits for emergency generators, gas stations, boilers and small drycleaners will be excluded from further consideration per DEP guidelines. Similarly, sites that are no longer in existence based on the field review will not be considered. Unpermitted sources identified in the field review will be considered.
- Short-term and annual emission rates for existing industrial sources will be determined based on the DEP permit data. Depending on the type of source and data available in the permit file, this step may require research into typical emission rates from other facilities if detailed information for the subject facility is not available.
- The industrial source screening analysis per CEQR procedures will be completed to confirm the sites requiring detailed analysis.
- If required, conduct an AERMOD detailed analysis for industrial sources that fail the screening analysis. Stack parameters will be obtained from permits. This task will involve digitizing a detailed receptor network and building information (existing or proposed), AERMOD run setup (including specifying how industrial source emissions may vary by time of day, or season), and comparing the resulting modeled concentrations to the applicable standards from NYSDEC's DAR-1 AGC/SGC Tables.

Additional Sources

A review of NYSDEC permit records will be conducted to identify and map any large/major sources (i.e., Title V or State Facility permits) within 1,000 feet of the Project Area. If required, the large/major source analysis will proceed following steps and assumptions similar to those outlined for the HVAC detailed analysis methodology, except that emission rates and stack parameters will be based on information from the permits/permit applications. Receptors will be placed at multiple elevations. Impacts will be assessed in relation to the CEQR *de minimis* criteria and NAAQS.

TASK 13. GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

Greenhouse Gas Emissions

Increased greenhouse (GHG) emissions are changing the global climate, which is predicted to lead to wide-ranging effects on the environment, including rising sea levels, increases in temperature, and changes in precipitation levels. Although this is occurring on a global scale, the environmental effects of climate change are also likely to be felt at the local level. As the RWCDs exceeds the 350,000 sf development threshold, a GHG emissions assessment will be provided in the EIS.

In accordance with the *CEQR Technical Manual*, GHG emissions generated by the RWCDs will be quantified, and an assessment of consistency with the City's established GHG reduction goal will be prepared. Emissions will be estimated for the analysis year and reported as carbon dioxide equivalent (CO₂e) metric tons per year. GHG emissions other than carbon dioxide (CO₂) will be included if they would account for a substantial portion of overall emissions, adjusted to account for the global warming potential. Relevant measures to reduce energy consumption and GHG emissions that could be incorporated into the Proposed Project will be discussed, and the potential for those measures to reduce GHG emissions from the Proposed Project will be assessed to the extent practicable.

- *Building Operational Emissions*: GHG emissions from the RWCDs development will be estimated based on carbon intensity factors specified in the *CEQR Technical Manual*.

- *Mobile Source Emissions*: GHG emissions from vehicle trips to and from the Project Area will be quantified using trip distances and vehicle emission factors provided in the *CEQR Technical Manual*.
- *Potential Measures to Reduce GHG Emissions*: Design features and operational measures to reduce the Proposed Project's energy use and GHG emissions will be discussed to the extent that information is available.
- *Consistency with the City's GHG Reduction Goal*: Consistency of the Proposed Project and the Proposed Actions overall will be assessed. While the City's overall goal is to reduce GHG emissions by 30 percent below 2005 level by 2025, individual project consistency is evaluated based on building energy efficiency, proximity to transit, on-site renewable power and distributed generation, efforts to reduce on-road vehicle trips and/or to reduce the carbon fuel intensity or improve vehicle efficiency for project-generated vehicle trips, and other efforts to reduce the project's carbon footprint.

Climate Change

While the Project Area is not located within the federally mapped 100- and 500-year floodplains, portions of the Project Area are expected to be located within the New York City Panel on Climate Change's (NPCC's) 100- and 500-year floodplains by 2100 and the 2080s, respectively. As such, a climate change assessment is warranted pursuant to *CEQR Technical Manual* guidance. This chapter of the DEIS will include a qualitative discussion of potential effects of climate change and potential design measures that could be incorporated into new development projected to occur in the Project Area.

TASK 14. NOISE

For the Proposed Actions, there are two major areas of concern regarding noise: (1) the effect the Proposed Actions would have on noise levels in the surrounding community; and (2) the level of building attenuation necessary to achieve interior noise levels that satisfy CEQR requirements.

The Proposed Actions would generate vehicle trips, but given the background conditions and the anticipated project-generated traffic, it is not expected that project-generated traffic would be likely to result in significant adverse mobile-source noise impacts. However, a screening assessment will be performed to determine whether there are any locations where there is the potential for the Proposed Actions to result in significant noise impacts (i.e., doubling of Noise Passenger Car Equivalents [PCEs]) due to action-generated traffic. A detailed analysis of potential noise impacts due to outdoor mechanical equipment is not required as the outdoor mechanical equipment for any future development facilitated by the Proposed Actions would be required to meet applicable DOB regulations, which ensures that noise levels from equipment are below *CEQR Technical Manual* impact criteria. The noise analysis will also examine the level of building attenuation necessary to meet CEQR interior noise level requirements.

The following tasks will be performed in compliance with *CEQR Technical Manual* guidance:

- Based on the traffic studies conducted for Task 11, Transportation, a screening analysis will be conducted to determine whether there are any locations where there is the potential for the Proposed Actions to result in potential significant noise impacts (i.e., doubling Noise PCEs) due to action-generated traffic. If it is determined that Noise PCEs would double at any sensitive receptor, a detailed analysis would be conducted in accordance with *CEQR Technical Manual* guidance.

- Appropriate noise descriptors for building attenuation purposes would be selected. Based on CEQR criteria, the noise analysis will examine the L_{10} and the one-hour equivalent ($L_{eq(1)}$) noise levels.
- Existing noise levels will be measured at the Project Area. Measurements will be made at receptor locations adjacent to the Project Area. At each receptor site, 20-minute measurements will be performed during typical weekday AM, midday, and PM peak periods (coinciding with the traffic peak periods). Noise measurements will be recorded in conformance with *CEQR Technical Manual* procedures and will be measured in units of “A” weighted decibel scale (dBA), as well as one-third octave bands. The measured noise level descriptors will include equivalent noise level (L_{eq}), maximum level (L_{max}), minimum level (L_{min}), and statistical percentile levels such as L_1 , L_{10} , L_{50} , and L_{90} . A summary table of existing measured noise levels will be provided as part of the DEIS.
- Following procedures outlined in the *CEQR Technical Manual* for assessing mobile source noise impacts, future No-Action and With-Action noise levels will be estimated at the noise receptor locations based on acoustical fundamentals. All projections will be made with L_{eq} noise descriptor.
- The level of building attenuation necessary to satisfy CEQR requirements (a function of the exterior noise levels) will be determined based on the highest L_{10} noise level estimated at each monitoring site. The building attenuation requirements will be memorialized by (E) designations placed on the block and lot requiring specific levels of attenuation pursuant to Section 11-15 of the New York City Zoning Resolution and the (E) Rules, as referenced above in the Hazardous Materials and Air Quality sections. The DEIS would include (E) designation language describing the requirements that would apply.

TASK 15. PUBLIC HEALTH

Public health is the organized effort of society to protect and improve the health and well-being of the population through monitoring; assessment and surveillance; health promotion; prevention of disease, injury, disorder, disability, and premature death; and reducing inequalities in health status, as defined in the *CEQR Technical Manual*. The goal of CEQR with respect to public health is to determine whether adverse impacts on public health may occur as a result of a proposed action, and, if so, to identify measures to mitigate such effects.

A public health assessment may be warranted if an unmitigated significant adverse impact is identified in other CEQR analysis areas, such as air quality, hazardous materials, or noise, according to the *CEQR Technical Manual*. If unmitigated significant adverse impacts are identified for the Proposed Actions in any of these technical areas and a public health assessment is warranted, an analysis will be provided for the specific technical area(s).

TASK 16. NEIGHBORHOOD CHARACTER

Neighborhood character is established by numerous factors, including land use patterns, the scale of its development, the design of its buildings, the presence of notable landmarks, and a variety of other physical features that include traffic and pedestrian patterns, noise, etc. The Proposed Actions have the potential to alter certain elements contributing to the affected area’s neighborhood character. Therefore, a preliminary assessment of neighborhood character will be provided in the DEIS to determine whether changes expected in other technical analysis areas—land use, zoning, and public policy; socioeconomic conditions; open space; historic and cultural resources; urban design and visual resources; transportation; and noise—may affect a defining feature of neighborhood character. The preliminary assessment will:

- Identify the defining features of the existing neighborhood character.
- Summarize changes in the character of the neighborhood that can be expected in the future With-Action condition and compare to the future No-Action condition.
- Evaluate whether the Proposed Actions have the potential to affect these defining features, either through the potential for a significant adverse impact or a combination of moderate effects in the relevant technical areas.

If the preliminary assessment determines that the Proposed Actions could affect the defining features of neighborhood character, a detailed analysis will be conducted in accordance with the *CEQR Technical Manual* guidance.

TASK 17. CONSTRUCTION

Construction impacts, though temporary, can have a disruptive and noticeable effect on the adjacent community, as well as people passing through the area. Construction impacts are usually important when construction activity has the potential to affect transportation conditions, archaeological resources and the integrity of historic resources, community noise levels, air quality conditions, and mitigation of hazardous materials. Multi-sited projects with overall construction periods lasting longer than two years and that are near to sensitive receptors should undergo a preliminary impact assessment according to the *CEQR Technical Manual*. Compared to the No-Action condition, the Proposed Actions would facilitate the development of one new building in the Applicant-owned Zoning Lot (the Proposed Project), in addition to the RWCDs development on the non-Applicant-owned Projected Development Site 2. As construction of the Proposed Project is anticipated to take up to 30 months, and as the construction of the two projected developments would occur on multiple (two) sites, a preliminary construction assessment is warranted, in accordance with CEQR. Technical areas to be assessed include the following:

- *Transportation Systems*: The assessment will consider temporary losses in lanes, on- and off-street parking, sidewalks, and other transportation services on the adjacent streets during the various phases of construction and identify the increase in vehicle trips from construction workers and equipment going to/from the projected development sites. A travel demand forecast for the worst-case construction period will be prepared if warranted under CEQR guidance, including the preparation of a trip generation table identifying the number of construction worker vehicles and equipment-related for the construction AM and PM peak hours for each construction quarter. Based on trip projections of activities associated with peak construction, an assessment of potential transportation impacts during construction and how they compare to the trip projections and origin destinations under the operation condition would be provided. If this effort identifies the need for a separate detailed analysis, a detailed construction transportation analysis will be provided for those locations that are determined to be needed in consultation with DOT.
- *Air Quality*: The construction air quality impact section will include a quantitative assessment of both mobile source emissions from construction equipment and worker and delivery vehicles, and fugitive dust emissions. If warranted, a detailed construction air quality analysis would review the projected activity and equipment in the context of intensity, duration, and location of emissions relative to nearby sensitive locations. The pollutants of concern include carbon monoxide (CO), particulate matter (PM), and nitrogen dioxide (NO₂). The concentrations to the National Ambient Air Quality Standards (NAAQS), or by comparison of the predicted increase in concentrations to applicable interim guidance thresholds. The construction air quality analysis, if warranted, would also include a discussion of the strategies and best management practices to reduce project related air pollutant emissions associated with construction activities.

- *Noise:* The construction noise impact section will contain an assessment of noise from the projected development sites' construction activity. This will include estimates of construction noise levels at nearby receptors during the various phases of construction. If warranted, the construction noise analysis would rely on the conceptual construction schedule developed for Projected Development Sites 1 and 2 to identify peak periods of construction activity. Assumptions would be developed regarding equipment usage factors and typical equipment noise levels. The magnitude and duration of construction noise experienced at nearby noise receptors will be determined and evaluated. The noise analysis, if warranted, will take into account strategies to reduce noise associated with construction activities. Based on the results of the construction noise analysis, if necessary, the feasibility, practicability, and effectiveness of implementing measures to mitigate significant construction noise impacts will be examined. Appropriate recommendations, if any, will be made to comply with DEP Rules for Citywide Construction Noise Mitigation and the New York City Noise Control Code.
- *Other Technical Areas:* As appropriate, other areas of environmental assessment—such as hazardous materials, historic resources, open space, and socioeconomic conditions—will be analyzed for potential construction-related impacts.

TASK 18. MITIGATION

Where significant adverse impacts have been identified in Tasks 2 through 17, measures to mitigate those impacts will be described. The chapter will also consider when mitigation measures will need to be implemented. These measures will be developed and coordinated with the responsible City/State agencies, as necessary. Where impacts cannot be fully mitigated, they will be disclosed as unavoidable adverse impacts.

TASK 19. ALTERNATIVES

The purpose of an alternative section in an EIS is to examine development options that would tend to reduce action-related impacts. The alternatives will be better defined once the full extent of the Proposed Project's impacts have been identified. The DEIS will include, at a minimum, a No-Action alternative and a No Impact/No Unmitigated Impact alternative. The alternatives analysis will be qualitative, except in those technical areas where significant adverse impacts for the Proposed Actions have been identified. The level of analysis provided will depend on an assessment of project impacts determined by the analysis connected with the appropriate tasks.

TASK 20. SUMMARY EIS CHAPTERS

The DEIS will include the following three summary chapters, in accordance with CEQR guidance:

- *Unavoidable Adverse Impacts:* summarizes any significant adverse impacts that are unavoidable if the Proposed Actions are implemented regardless of the mitigation employed (or if mitigation is not feasible).
- *Growth-Inducing Aspects of the Proposed Actions:* which generally refer to "secondary" impacts of the Proposed Actions that trigger further development.

- *Irreversible and Irrecoverable Commitments of Resources*: which summarizes the Proposed Actions and its impact in terms of the loss of environmental resources (loss of vegetation, use of fossil fuels and materials for construction, etc.), both in the immediate future and in the long term.

TASK 21. EXECUTIVE SUMMARY

The executive summary will utilize relevant material from the body of the DEIS to describe the Proposed Actions, the environmental impacts, measures to mitigate those impacts, and alternatives to the Proposed Actions. The executive summary will be written in enough detail to facilitate drafting of a notice of completion by the lead agency.