Wakefield Village

Draft Scope of Work for an

Environmental Impact Statement

CEQR Number

22DCP008X

Lead Agency:

New York City Department of City Planning

July 23, 2021

I. INTRODUCTION

This Draft Scope of Work ("Draft Scope") outlines the technical areas to be analyzed in the preparation of the Environmental Impact Statement (EIS) for the proposed Wakefield Village development located on Lots 10 (p/o), 78 and 85 of Block 5064 in Bronx Community District 12 (CD 12) (the "Project Site").

Webster Leasing LLC (the "Applicant") is requesting discretionary approvals from the City Planning Commission (CPC) to facilitate the redevelopment of the approximately 4.65-acre Project Site. The discretionary actions being sought from the CPC include zoning map and text amendments plus a large-scale general development (LSGD) special permit. The proposed development would utilize public funding and/or financing through the New York City Department of Housing Preservation and Development (HPD), and potentially other City and New York State sources related to affordable housing development. Additionally, disposition of the portion of Metropolitan Transportation Authority- (MTA-) owned Lot 10 generally located between the Applicant-owned Lot 78 and Lot 85 will be required. These discretionary actions are collectively referred to as the "Proposed Actions," and are subject to environmental review pursuant to the State Environmental Quality Review Act (SEQRA) and City Environmental Quality Review (CEQR) procedures and guidelines.

The Proposed Actions would facilitate an approximately 1,172,760 gross square feet (gsf) mixed-use transit-oriented development (the "Proposed Project") on the Project Site, comprised of six buildings (A1, A2, B1, B2, C1, and C2) including approximately 1,075,684 gsf of residential uses with approximately 1,262 residential dwelling units (DUs), all of which would be income-restricted. In addition to the residential use, the Proposed Project would include approximately 27,746 gsf of retail space; approximately 13,484 gsf of community facility space, approximately 55,846 gsf of accessory space including common areas, and approximately 130,097 square feet (sf) of publicly-accessible open space.

II. REQUIRED APPROVALS AND REVIEW PROCEDURES

Actions Necessary to Facilitate the Proposed Project

The following discretionary approvals subject to the Uniform Land Use Review Procedure (ULURP), and pursuant to Section 200 of the City Charter, are needed to facilitate the Proposed Project:

Zoning Map Amendment

- **Rezone the Project Site from the existing M1-1 zoning district to R7-1 with a C2-4 commercial overlay.**

  The Project Site is zoned as M1-1 and consists of a 260,389 sf parcel generally bounded by East 241st Street to the north and Metropolitan Transportation Authority (MTA) Metro-North Railroad (MNR) Harlem and New Haven line tracks to the east, west, and south.

  The M1-1 zoning designation is usually a buffer between M2 or M3 districts and adjacent to residential and commercial districts since it is considered a "light manufacturing" zoning district. Light manufacturing typically includes woodworking shops, repair shops, and wholesale service and storage facilities. The floor area ratios (FARs) in M1 districts range from 1.0 to 10.0. The building height and setbacks are determined by sky exposure plane.

  The proposed R7-1 district, with Quality Housing Regulations, can have a maximum community facility FAR of 4.80, a maximum residential FAR of 4.60, and a maximum commercial FAR of 2.0 with a C2-4 commercial overlay.

  R7-1 districts typically allow medium-density multifamily development and encourage low-rise apartment buildings on smaller zoning lots or taller buildings on larger lots with less lot coverage.

However, with Quality Housing Regulations, R7-1 districts allow lower buildings greater lot coverage.

C2-4 commercial overlays are mapped within residential districts. C2-4 typically serves local retail needs, such as neighborhood grocery stores, restaurants, and beauty parlors. When mapped in an R7-1 district, a C2-4 overlay allows a maximum FAR of 2.0. C2-4 overlay requires one accessory parking space per 1,000 zoning square feet (zsf) of floor area.

Zoning Text Amendments

- **Zoning Text Amendment to Appendix F (Inclusionary Housing and Mandatory Inclusionary Housing [MIH] Areas) of the Zoning Resolution (ZR) to designate the Rezoning Area an MIH area.**

  MIH requirements ensure that a set percentage of the residential floor area for any future development within the MIH area would be permanently affordable. Within an MIH area, all DUs in developments, enlargements, and conversions that meet the criteria set forth in the MIH program must comply with the requirements of either of two options:

  1. Option 1: 25% of the residential floor area shall be provided as housing affordable to households at an average of 60% of the Area Median Income (AMI), with no unit targeted at a level exceeding 130% AMI, or
  2. Option 2: 30% of the residential floor area shall be provided as housing affordable to households at an average of 80% AMI, with no unit targeted at a level exceeding 130% AMI.

  The Project Site would be designated under MIH Options 1 and 2.

Special Permit

- **LSGD special permit pursuant to ZR §74-743(a)(2) to allow variations to height, setback, and side yard regulations (ZR §§23-661, 23-664, 35-24).** The special permit would allow waivers of maximum base height (75 feet), maximum building height (135 feet), required setbacks, and allow waivers of side yard requirements (0 or 8 feet) within the large-scale general development heights than that permitted under the underlying zoning districts for the intention of providing a better overall site plan.
- **LSGD special permit pursuant to ZR §74-512 to allow permitted parking above 200 spaces.** To permit a public parking garage in excess of 150 spaces and floor space up to 23 feet above curb level to be exempted from floor area.

In addition, the Applicant intends to seek public funding and/or financing through HPD and, potentially, other City and New York State sources related to affordable housing development.

The Proposed Actions are subject to environmental review, which will be conducted through a coordinated review with the New York City Department of City Planning (DCP) serving as lead agency.

City Environmental Quality Review (*CEQR*) and Scoping

The Proposed Actions trigger ULURP and require environmental review under CEQR procedures. In conformance to CEQR procedures, an Environmental Assessment Statement (EAS) was completed on July 23, 2021. Based on information provided in the EAS, DCP acting as lead agency on behalf of the CPC, has determined that the Proposed Actions would have the potential for significant adverse impacts, thus requiring that an EIS be prepared.

The CEQR scoping process is intended to focus the EIS on those issues that are most pertinent to the Proposed Actions. It also allows other agencies and the public a voice in framing the scope of the EIS. During the scoping period, those interested in reviewing the Draft Scope of the EIS may do so and give their comments to the lead agency. The public, interested agencies, Community Board 2, and elected officials are invited to comment on this Draft Scope, either in writing or orally, at a public scoping meeting. In light of the Governor's announcement on June 24, 2021, of the end of the State-declared state of emergency, and in support of the City's continued efforts to contain the spread of COVID-19, the public scoping meeting will be accessible both in person and remotely. The public scoping meeting will be held in person in the City Planning Commission Hearing Room, Lower Concourse, 120 Broadway, New York, NY 10271 on August 23, 2021, at 2:00 PM. Masks are required to be worn to enter the building and during the hearing. Comments are requested on the Draft Scope and will be accepted through September 2, 2021. Comments will be considered and incorporated as appropriate into a Final Scope of Work ("Final Scope") of the EIS. The lead agency will oversee preparation of the Final Scope, which will incorporate all relevant comments on the Draft Scope made during the scoping process, including, as appropriate, necessary revisions to the proposed methodologies of the studies. The Draft EIS (DEIS) will be prepared in conformance with the Final Scope.

Once the lead agency is satisfied that the DEIS is complete, it will be made available for public review and comment. The DEIS will accompany the ULURP application through the public review process, including at public hearings at the Community Board and CPC. A public hearing will be held on the DEIS in conjunction with the CPC hearing on the ULURP applications to afford interested parties the opportunity to submit oral and written comments on both the ULURP application and DEIS. The record will remain open for 10 days after the public hearing to allow for receipt of additional written comments on the DEIS. At the close of the public review period, a Final EIS (FEIS) will be prepared that will respond to all substantive comments on the DEIS, along with any revisions to the technical analyses necessary to respond to those comments. The FEIS will be used by the decision makers to develop CEQR findings, which will address significant adverse impacts and proposed mitigation measures, before deciding whether to approve the requested discretionary actions.

III. EXISTING CONDITIONS

Project Site

Land Use

Separated from adjoining areas by MNR tracks and the Bronx River Parkway, the Project Site is currently used as a parking lot and is located in an industrial area within CD 12 near the Wakefield neighborhood of the Bronx to the east and south, the City of Yonkers to the west, and the City of Mount Vernon to the north. The Project Site is comprised of three tax lots: Block 5064, Lot 10 (p/o), Lot 78, and Lot 85 (refer to **Figure 1: Site Location Map**), which have a total lot area of approximately 260, 389 sf.

The Project Site is generally bounded by East 241st Street/Wakefield Avenue Bridge to the north, and MNR Harlem and New Haven rail lines to the east, south and west, and is adjacent to the MNR Wakefield Station (Harlem Line) in the Bronx, New York. The site is leased to the New York City Police Department (NYPD) as a commercial parking lot with approximately 400 spaces. Access to the Project Site is from Baldwin Street, located north of the Project Site. (**Figure 2: Land Use Map**).

Zoning

The Project Site is mapped with an M1-1 zoning district (**Figure 3: Zoning Map**). The existing M1-1 zoning on the Project Site was established with the enactment of the ZR in 1961 and has been updated in 2019 to reflect the changing uses in the area near the Project Site or in the Wakefield neighborhood. The M1-1 zoning designation is usually a buffer between M2 or M3 districts and adjacent to residential and

commercial districts since it is considered a “light manufacturing” zoning district. This light manufacturing district typically includes woodworking shops, repair shops, and wholesale service and storage facilities. FARs in M1 districts range from 1.0 to 10.0. The building height and setbacks are determined by sky exposure plane.

Surrounding Area

Land Use

Existing land uses within 0.25 miles of the Project Site are predominantly residential. Residential uses east of the MNR New Haven Line are comprised primarily of one- to two-story detached single-family homes, and multi-family buildings with some interspersed vacant lots and public facilities and institutions. Public facilities and institutions include P.S. 16 on Carpenter Avenue, the Matilda Avenue School on Matilda Avenue, and the US Army 4th Jag Detachment facility and the Montefiore North Division Annex located between Nereid Avenue and Bronx Boulevard.

The area north of the Project Site is included parcels within the City of Mount Vernon and is generally comprised of industrial/manufacturing uses and vacant lots. Owners include MNR, Sound Distribution Corporation, and the New York State Department of Transportation (NYSDOT). A NYPD facility is located immediately north of the Project Site. Open space and recreational resources include the Bronx River Parkway and Wakefield Playground.

The area west of the MNR Harlem Line and the Bronx River Parkway includes parcels in the City of Yonkers, primarily including multi-family buildings along Bronx River Road.

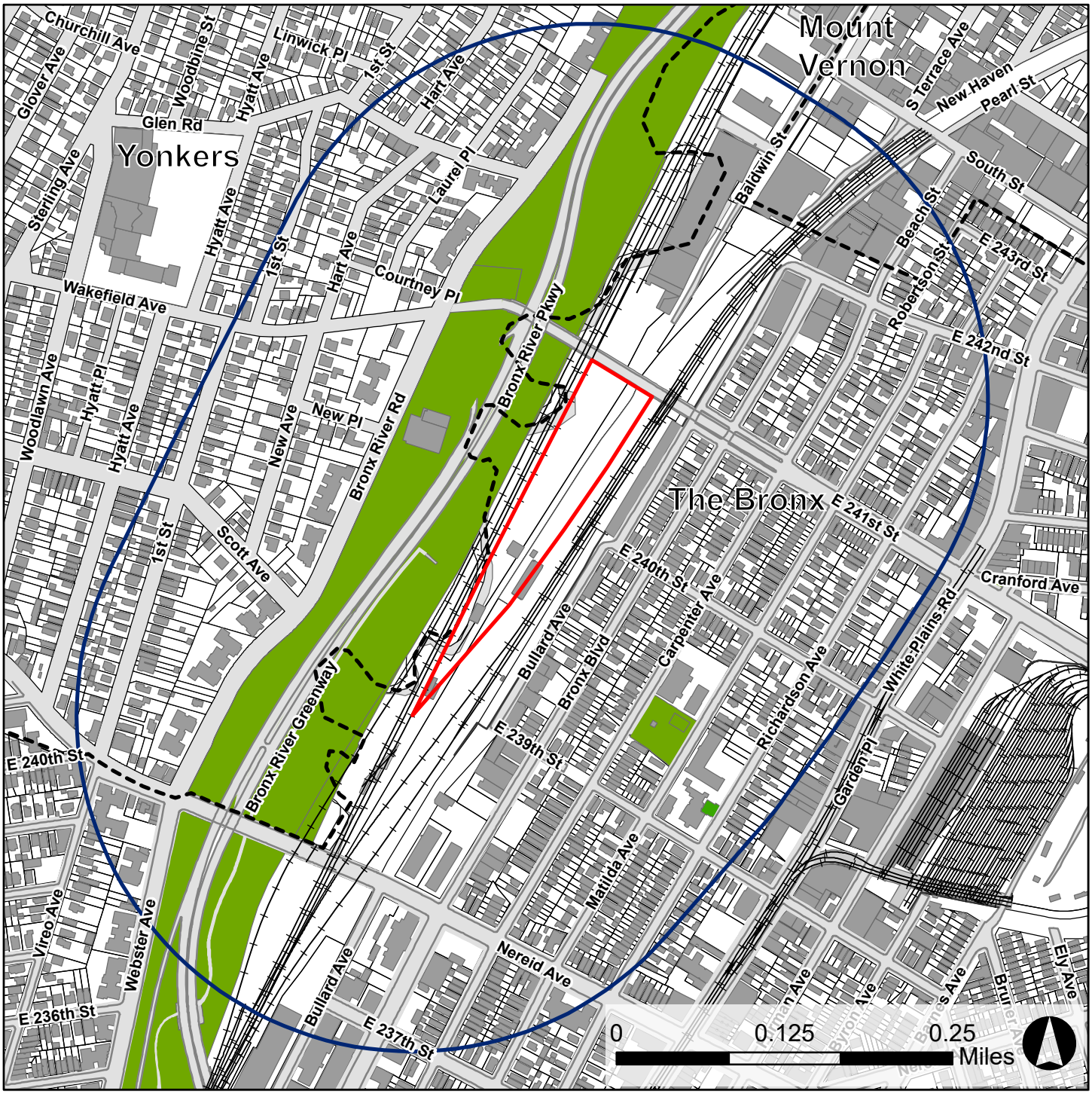
Zoning

Much of the area north of the Project Site is zoned as an M1-1 zoning district, while the portion of the Wakefield neighborhood, east of the MNR New Haven Line tracks is zoned R5 and R4A. Within six blocks east of the Project Site are large areas of formerly low density residential and manufacturing districts that were rezoned to R6 districts (Wakefield/Eastchester Rezoning in 2007) and to an R7D/C2-4 district (241st Street Rezoning in 2019). A small area west of the study area is mapped as an R6 zoning district. The area south of the Project Site is zoned as R7A and C8-1. The area west of the Project Site within the City of Yonkers is mapped with zoning designations in conformance to the zoning code for that municipality: A (high density residential), B (mixed-use residential and retail), M (medium-density residential), CM (commercial/light manufacturing), RMF-10 (multi-family residences) and T (two-family residential) districts. The portion of the study area further north of the Project Site within the City of Mount Vernon is mapped as a I (industrial) zoning district.

Transportation Network

The Project Site is well served by mass transit. The elevated tracks of the MTA-New York City Transit (NYCT) Seventh Avenue Express (Number 2 train) subway line runs along White Plains Road. The 241st Street station is the northern terminus for this line. The Lexington Avenue Express (Number 5 train) train line also runs along White Plains Road. Its northern terminus is at the Nereid Avenue station southeast of the Project Site. Both subway lines connect to Central Business Districts in Midtown, Lower Manhattan, and Downtown Brooklyn. The MNR Harlem line is located immediately west and south of the Project Site, while the MNR New Haven line is located immediately east and south of the Project Site. The Wakefield Avenue Station on the MNR Harlem Line is located immediately across the Project Site, at 241st Street, providing commuter rail access to Grand Central Terminal in Midtown Manhattan and points north in Westchester, Putnam and Dutchess counties, including the City of White Plains. Bus service includes the BxM11 (Wakefield/Midtown) and the Bx39 (Wakefield/Clason’s Point) at White Plains Road and the Bx16 (Pelham/Norwood) at Nereid Avenue. Westchester Bee-Line buses on the B-L 40, B-L 41, and B-L 43 lines are also available at White Plains Road. Major thoroughfares near the Project Site include the Bronx River Parkway, which is a limited access highway that runs north-south to the west of the Project Site; White

Plains Road, a signalized arterial that runs north-south to the east of the Project Site; and Nereid Avenue, a signalized arterial that runs east-west to the south of the Project Site.



Source: 2020 PLUTO, DCP

For Illustrative purposes only

Project Site

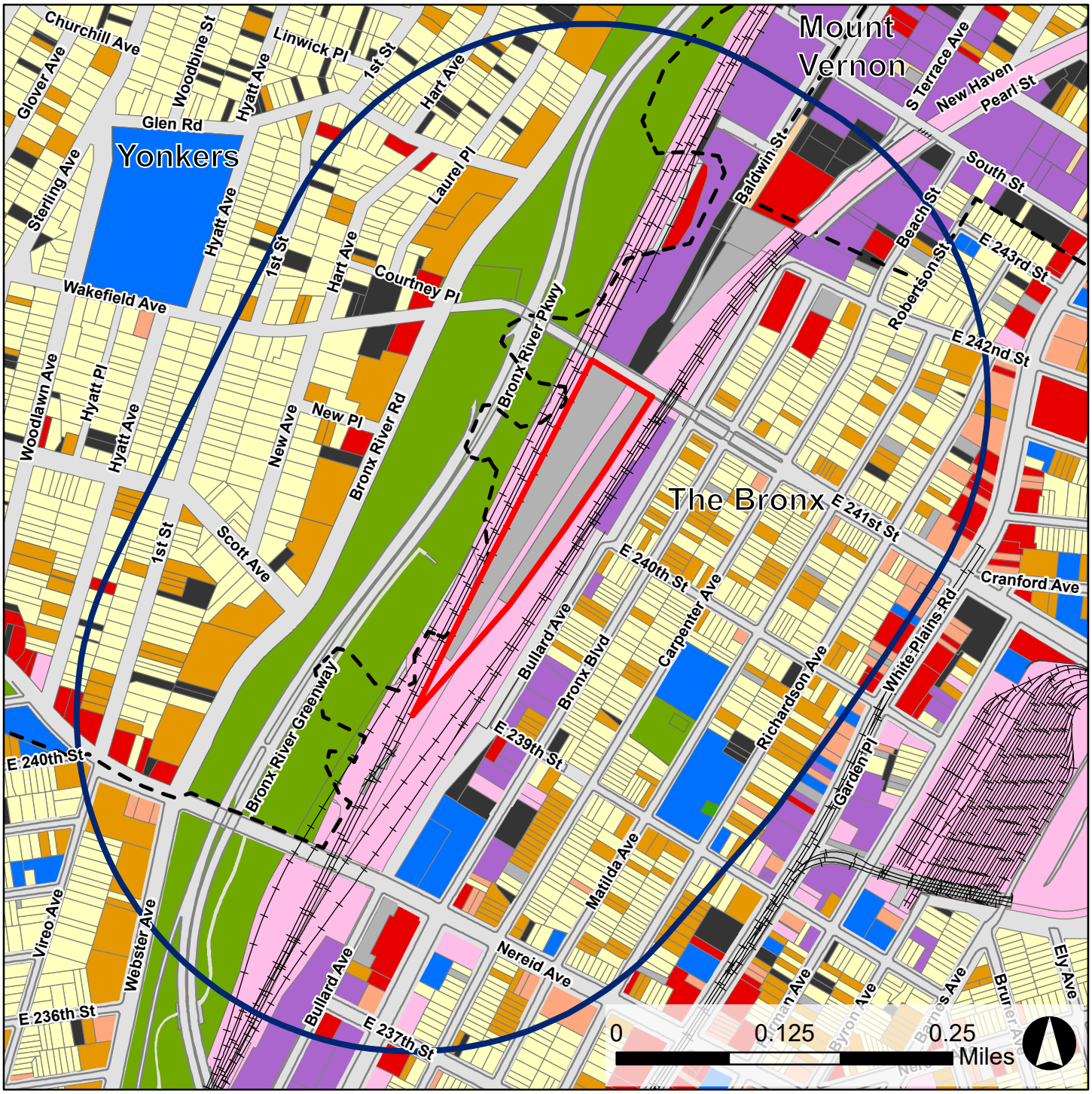
0.25-mile Study Area

City/County Boundary

PROJECT SITE MAP

Figure 1

Wakefield Village EIS



Source: 2020 PLUTO, DCP

For Illustrative purposes only

Project Site

0.25-mile Study Area

City/County Boundary

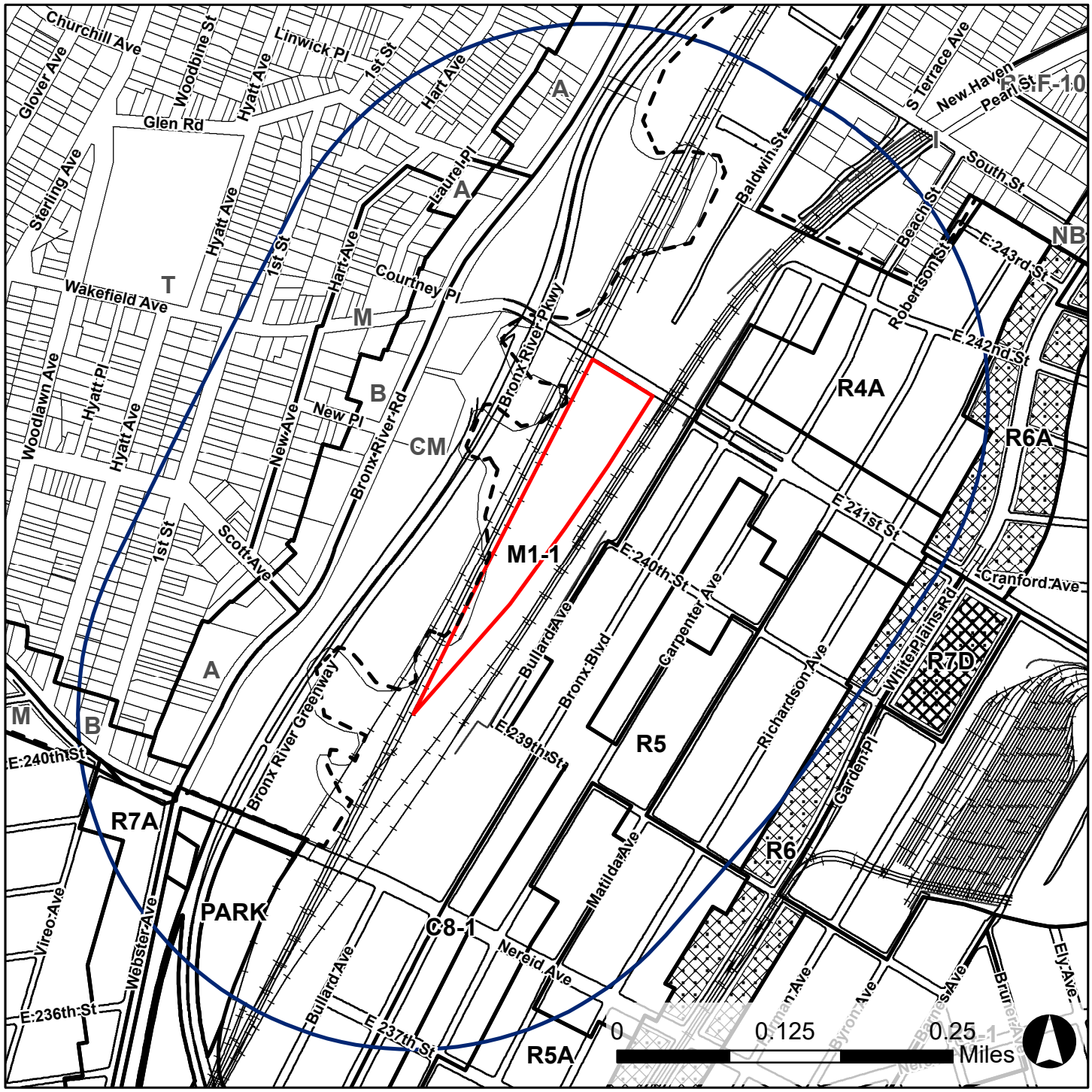
One & Two Family Buildings
Multi-Family Buildings
Mixed Commercial/Residential Buildings
Commercial/Office Buildings
Industrial/Manufacturing
Transportation/Utility
Public Facilities & Institutions

Open Space
Parking Facilities
Vacant Land

LAND USE MAP

Figure 2

Wakefield Village EIS



Source: 2020 PLUTO, DCP

For Illustrative purposes only

Project Site

0.25-mile Study Area

City/County Boundary

R	Residential District
C	Commercial District
M	Manufacturing District
	C2-2
	C2-4

A	Elevator Apartment/ High Density
B	Neighborhood Business/ Apt's
CM	Commercial/ Light Manufacturing
I	General Industrial
M	Medium Density Apartment Houses
NB	Neighborhod Business
RMF	Multiple Family Residences
T	Two-Family Dwellings

ZONING MAP

Figure 3

Wakefield Village EIS

IV. DESCRIPTION OF PROPOSED PROJECT

The Proposed Actions would facilitate an approximately 1,172,760 gsf mixed-use transit-oriented development (the "Proposed Project") on the Project Site (**Table 1: Proposed Project**), comprised of six buildings including approximately 1,075,684 gsf of residential uses with approximately 1,262 DUs, all of which would be income-restricted. In addition to the residential use, the Proposed Project would include approximately 27,746 gsf of retail space; approximately 13,484 gsf of community facility space, approximately 55,846 gsf of accessory space including common areas, and approximately 130,097 sf of publicly-accessible open space (**Figure 4: Proposed Project Site Plan and Figure 5: Proposed Project Rendering**).

All proposed DUs would be affordable to households earning between 30% and 100% AMI. The Proposed Project would be constructed above two levels of accessory and public parking that would be open along the eastern and western facades with approximately 617 enclosed parking spaces in a two-level parking garage with access from Baldwin Street and the Wakefield Avenue Bridge level.

Table 1: Proposed Project

Block/ Lot	Buildings	Residential (gsf)	Residential Units	Commercial (gsf)	Community Facility (gsf)	Mechanical Space and Common Areas (gsf)	Total Area (gsf)	Parking	Open space	Height* (ft)
5064/78,85, p/o 10	A1	181,026	231	17,092	0	9,906	208,024	NA	28,503	157
	A2	162,035	177	5,622	0	8,383	176,040	NA	17,663	191
5064/78,85, p/o 10	B1	158,596	163	5,032	4,933	8,428	176,989	NA	12,739	157
	B2	184,983	250	0	8,551	9,677	203,211	NA	11.89	190
5064/78,85, p/o 10	C1	204,224	230	0	0	10,211	214,435	NA	13,860	199
	C2	184,820	211	0	0	9,241	194,061	NA	45,442	255
Total		**1,075,684**	**1,262**	**27,746**	**13,484**	**55,846**	**1,172,760**	**242,640 (617 spaces)**	**130,097**	



Source: 2020 PLUTO, DCP

For Illustrative purposes only

SITE PLAN

Figure 4

Wakefield Village EIS



Source: Newman Architects

For Illustrative purposes only

SITE RENDERING
BUILDING A ENTRY

Figure 5

Wakefield Village EIS



Source: Newman Architects

For Illustrative purposes only

SITE RENDERING
MARKET COURT
IN BETWEEN BUILDING A & B

Figure 5

Wakefield Village EIS



Source: Newman Architects

For Illustrative purposes only

SITE RENDERING
SOUTH VIEW
PARK AND BUILDING C

Figure 5

Wakefield Village EIS

V. PROJECT PURPOSE AND NEED

The Project Site is currently mapped with an M1-1 zoning district, which is intended for areas with one-story light industrial buildings and wholesale service/storage facilities and precludes residential development. Consequently, the Proposed Actions are needed to allow residential use and affordable housing on the Project Site at an appropriate density. The Proposed Project will support the goals and principles outlined in *Housing New York: A Five-Borough, Ten-Year Plan* ("the Plan") by providing new mixed-use affordable housing. The goal of the Plan is to create and preserve 300,000 high-quality, affordable homes by 2026 to address the City's affordable housing crisis. The Proposed Actions would facilitate the creation of up to 1,262 new income-restricted DUs in Bronx Community District 12, where, according to the American Community Survey 2013-2017, 51.4% of households are extremely rent burdened (spending 30% or more of their income on rent).

In 2017, New York State committed $695 million in its 2015-2019 capital budget to create new stations and MNR transit service within East Bronx. Part of this funding enabled the preparation of the *Bronx Metro North Station Area Study,* which identified the introduction of four new MNR stations in the Bronx. The Proposed Actions are consistent with principles of transit-oriented development established in the *Bronx Metro North Station Area Study* by allowing for new mixed-use development on underutilized property that is immediately adjacent to the MNR Wakefield station. While the portion of the neighborhood immediately to the east of the Project Site is zoned R5 and R4A, the Project Site is separated from this lower density neighborhood by approximately 300 feet and the active MNR New Haven rail line. Further east in the Wakefield neighborhood, within six blocks of the Project Site, large areas of formerly low density residential and manufacturing districts were rezoned to R6 districts (2007 Wakefield/Eastchester Rezoning) and to an R7D/C2-4 district (2019 241st Street Rezoning). The Proposed Actions would facilitate the creation of a transit-oriented development with income-restricted housing on an underutilized site.

The Wakefield Village development would link the Wakefield neighborhood to the regional economy as a transit-oriented development, provide affordable housing options to households earning between approximately 30% to100% of AMI, create an estimated 750 sustainable construction jobs for a period of ten years, and permanent jobs for approximately 375 workers.

The proposed zoning map amendment to an R7-1/C2-4 zoning district would facilitate the Proposed Project by allowing residential and community facility uses, which are not permitted within the existing M1-1 zoning district. The proposed R7-1/C2-4 would also allow commercial use facilitating the inclusion of local retail in the mixed-use Proposed Project. The proposed R7-1/C2-4 zoning district is consistent with the surrounding context and facilitates transit-oriented residential growth at an appropriate density.

The proposed special permits would allow waivers of maximum base height (75 feet), maximum building height (135 feet), required setbacks, and allow waivers of side yard requirements (0 or 8 feet) within the large-scale general development, permit a public parking garage in excess of 150 spaces with floor space up to 23 feet above curb level to be exempted from floor area.

The proposed zoning text amendment would establish a new MIH Area. The MIH program requires that permanently income-restricted housing be provided within certain new residential developments, enlargements, and conversions from non-residential to residential use within mapped MIH Areas. Within the MIH Area, the Proposed Project must comply with the requirements of MIH Option 1 or Option 2. Option 1 requires 25 percent of the residential floor area to be provided as income-restricted housing to households at an average of 60 percent of AMI with 10 percent at 40 percent AMI, with no unit targeted at provided as income-restricted housing to households at an average of 80 percent AMI, with no unit targeted at a level exceeding 130 percent of AMI. The Proposed Project will comply with Option 1 and 2.

VI. FRAMEWORK FOR ANALYSIS

An EIS is a comprehensive document used to systematically consider environmental effects, evaluate reasonable alternatives, and identify and mitigate, to the maximum extent practicable any potentially significant adverse environmental impacts of a proposed action. The EIS provides a means for the lead and involved agencies to consider environmental factors and choose among alternatives in their decision-making related to a proposed action. This section outlines the analysis framework that will establish the basis for the assessment of the Proposed Actions in the EIS.

Reasonable Worst-Case Development Scenario

To assess the potential effects of the Proposed Actions, a reasonable worst-case development scenario (RWCDS) was developed for the Project Site. The RWCDS looks at both the anticipated development that would occur in the future on the Project Site without the Proposed Actions (the future "No-Action" condition) and the development that would occur in the future on the Project Site with the Proposed Actions (the future "With-Action" condition). The incremental difference between the future No-Action condition and future With-Action condition serves as the basis for the impact analysis in the environmental review.

Analysis Year

The six buildings that comprise the Proposed Project would be developed over ten years between the start of construction in 2023 and its completion in 2033. Therefore, the analysis year for the Proposed Project is 2033, the first full year of operation of the entire Proposed Project.

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

Conditions in 2033 on the Project Site without approval of the Proposed Actions would be the same as existing conditions, i.e., a 400-space commercially leased parking lot.

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

The With-Action condition will analyze the Proposed Project, as described in Section IV of this document.

Increment

The incremental differences between the No-Action condition and the two With-Action Scenarios are shown in **Table 2: Incremental Development Between No-Action and With-Action Conditions.** The number of existing parking spaces would continue to be used by NYPD under the With-Action condition**.**

Table 2: Incremental Development Between No-Action and With-Action Conditions

Use	Proposed Project
Residential (DUs)	1,262
Residential (gsf)	1,075,684
Commercial - Supermarket (gsf)	17,092
Commercial - Local Retail (gsf)	10,654
Community Facility (gsf)	13,484
Open Space - Active (sf)	10,500
Open Space - Passive (sf)	119,597
Parking (spaces)	217

VII. PROPOSED SCOPE OF WORK FOR THE DEIS

Since the Proposed Actions would affect several areas of environmental concern, some of which were found to have the potential to result in significant adverse impacts, pursuant to the EAS and Positive Declaration, a DEIS will be prepared in conformance to 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.

Consistent with the guidance of the March 2020 *City Environmental Quality Review (CEQR) Technical Manual*, the DEIS will include:

- A description of the Proposed Project, its purpose and need, environmental setting, and required discretionary public actions (Proposed Actions) for its implementation;
- A statement of the significant adverse environmental impacts of the Proposed Project, including short-term (construction period) and long-term (operation) effects;
- An identification of any significant adverse environmental effects that cannot be avoided if the Proposed Project is implemented;
- A discussion of reasonable alternatives to the Proposed Project;
- An identification of irreversible and irretrievable commitments of resources that would be involved in the Proposed Project, should it be implemented; and
- A description of mitigation proposed to eliminate or minimize any identified significant adverse environmental impacts of the Proposed Project.

The analyses in the DEIS will be based on the RWCDS. Based on the preliminary screening assessments outlined in the *CEQR Technical Manual* and detailed in the EAS, all CEQR technical areas warrant assessment and would, therefore, be included in the EIS, except (1) Energy, and (2) Solid Waste and Sanitation Services. The specific technical areas to be evaluated in the EIS and the methodologies proposed to evaluate their effects are described below.

TASK 1. PROJECT DESCRIPTION

The first chapter of the EIS introduces the reader to the Proposed Actions, the Proposed Project that it would allow, and sets the context in which to assess impacts. Included will be the location of the Proposed Project; a description of its background and/or history; a statement of the purpose and need of the Proposed Actions; key planning considerations that have shaped the current proposal; a detailed description of the Proposed Actions and the Proposed Project they would facilitate; and a discussion of the approvals required, procedures to be followed, and the role of the EIS in the process. This chapter is the key to understanding the Proposed Actions and its impact and gives the public and decision-makers a base from which to evaluate the Proposed Actions.

In addition, the project description chapter will present the planning background and rationale for the actions being proposed and identify the RWCDS that will form the basis of the technical analyses in the EIS. Included will be a summary of the approval process, including a description of the ULURP process, its timing, and public review by the Community Board, the Bronx Borough President's Office, CPC, and the New York City Council. The role of the EIS as a full-disclosure document to aid in decision-making will be identified and its relationship to ULURP and the public hearings will be described.

TASK 2. LAND USE, ZONING AND PUBLIC POLICY

This chapter will analyze the potential impacts of the Proposed Project on land use, zoning, and public policy, pursuant to the methodologies presented in the *CEQR Technical Manual*. The 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 compatible with those conditions. Similarly, the analysis considers the action's compliance with, and effect on, the area's zoning and other applicable public policies. The primary study area for this analysis will consist of the Project Site, where the potential effects of the Proposed Actions would be directly experienced (reflecting the proposed rezoning and resultant RWCDS). A secondary study area encompassing the area within 400-feet of the Project Site, which could experience indirect effects of the Proposed Actions (See **Figure 2: Primary and Secondary Land Use Study Areas**). The analysis will include the following:

- Brief development history of the primary and secondary study areas;
- Description and map of land use patterns and trends in the study areas, including recent development activity;
- Description and map of existing zoning and recent zoning actions in the study areas.
- Description of public policies that apply the study areas, including: The City's Waterfront Revitalization Program, the City's sustainability policies, and the City's affordable housing policies including *Housing New York;*
- Discussion of predominant land use patterns, including recent land use trends and major factors influencing land use trends;
- List of future development projects in the study areas that are expected to be constructed by the 2033 analysis year and may influence future land use trends, including 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, assessment of future land use and zoning conditions without the Proposed Actions;
- Description of the Proposed Actions and the potential land use changes resulting from the Proposed Actions;
- Assessment of the effects of the Proposed Actions on land use and land use trends, public policy, and zoning in the study areas. Discuss the Proposed Actions potential effects related to issues of compatibility with surrounding land use, consistency with zoning and other public policy, and the effect of the Proposed Actions on ongoing development trends and conditions in the study areas;
- Preparation of a Consistency Assessment Form for the City's Waterfront Revitalization Program (WRP) as the Project Site is in the NYC Coastal Zone. The analysis will assess the consistency of the Proposed Actions and resultant Proposed Project with the WRP policies.

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 potential effects of the Proposed Actions on the socioeconomic character of the study area.

Pursuant to Section 310 of Chapter 5 of the *CEQR Technical Manual*, the socioeconomic study area boundaries are dependent on the size and characteristics of the Proposed Actions and the resulting Proposed Project. A socioeconomic assessment seeks to assess the potential to change socioeconomic character relative to the study area population. For projects or actions that result in an increase in population, the scale of the relative change is typically represented as a percent increase in population (i.e., a project that would result in a relatively large increase in population may be expected to affect a larger study area). The Proposed Project would result in a net increase of up to 1,262 DUs on the Project Site and 3,635 new residents. Consistent with the *CEQR Technical Manual,* if the Proposed Actions would result in a population increase of 5% compared to the expected No-Action population in the 0.25-mile study area, the socioeconomic study area would be expanded to a 0.5-mile radius.

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. The Proposed Actions would only warrant an assessment of socioeconomic conditions with respect to indirect residential displacement, since the Proposed Project includes more than 200 DUs, the number of DUs identified in the *CEQR Technical Manual* that would trigger the need for an assessment of indirect residential displacement. The Proposed Actions would not result in development that would exceed the *CEQR Technical Manual* analysis thresholds of 500 displaced residents or 100 displaced employees, and therefore, would not have the potential to result in significant adverse impacts due to direct residential and direct business/institutional displacement. The Proposed Actions would also not result in an increase of commercial development by 200,000 sf or more, which is the *CEQR Technical Manual* threshold for assessing the potential for indirect business displacement of a project; therefore, an assessment of indirect business and institutional displacement is not warranted.

The Proposed Actions do not require programmatic changes such as a citywide regulatory change that would adversely affect the economic and operational conditions of certain types of business or processes such that socioeconomic conditions would be affected in the neighborhood. The Proposed Project would generate up to approximately 27,746 gsf of retail space and approximately 80,186 gsf of community facility space, which is intended to serve a local demand that is unmet. Therefore, based on the type of non-residential uses included in the Proposed Project, no further analysis is warranted.

The Proposed Actions would result in a net increase of more than 200 new residential units, which is the *CEQR Technical Manual* threshold for assessing the potential indirect residential effects of a project. Therefore, an assessment of indirect residential displacement will be provided in the EIS. The assessment of indirect residential displacement will begin with a preliminary assessment to determine whether a detailed analysis is necessary. 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 the worst-case With-Action Scenario in 2033, including any population and employment changes anticipated to take place by the analysis year for the Proposed Actions.

Indirect Residential Displacement

Indirect residential displacement is the involuntary displacement of residents that results from a change in socioeconomic conditions created by a proposed project. Indirect residential displacement could occur if a proposed project either introduces a trend or accelerates a trend of changing socioeconomic conditions that may potentially displace a vulnerable population to the extent that the socioeconomic character of the neighborhood would change. To assess this potential impact, the *CEQR Technical Manual* seeks to answer a series of threshold questions in terms of whether the project substantially alters the demographic character of an area through population change or introduction of higher-priced housing.

The indirect residential displacement analysis will use the most recent available U.S. Census data, NYC Department of Finance's Real Property Assessment Data (RPAD) database, and current real estate market data to present demographic and residential market trends and conditions for the study area. The preliminary assessment will carry out the following the multi-step evaluation:

- Step 1: Determine if the Proposed Actions would result in adding a substantial new population with different income as compared with the income of the study area population. If the expected average incomes of the new population would be similar to the average incomes of the study area populations, no further analysis is necessary. If the expected average incomes of the new population would exceed the average incomes of the study area populations, then Step 2 of the analysis will be conducted.
- Step 2: Determine if the Proposed Actions resulting population is large enough to affect real estate market conditions in the study area. If the population increase may potentially affect real estate market conditions, then Step 3 will be conducted.
- Step 3: Determine whether the study area has already experienced a readily observable trend towards increasing rents and the likely effect of the action on such trends and whether the study area potentially contains a population at risk of indirect displacement resulting from rent increases due to changes in the real estate market caused by the new population.

A detailed analysis, if warranted, would utilize more in-depth demographic analysis and field surveys to characterize existing conditions of residents and housing, identify populations at risk of displacement, assess current and future socioeconomic trends that may affect these populations, and examine the effects of the Proposed Actions prevailing socioeconomic trends and, thus, impacts on the identified populations at risk.

TASK 4. COMMUNITY FACILITIES AND SERVICES

The demand for community facilities and services is directly related to the type and size of the new population generated by the development resulting from a proposed action.

The Proposed Actions would result in a net increase of up to 1,262 DUs on the Project Site. According to Table 6-1 of the *CEQR Technical Manual*, this level of development in the Bronx would trigger a detailed analysis for elementary and intermediate schools, high schools, childcare centers, and libraries. The assessments of potential impacts on each are described below. Analyses of police/fire services and health care facilities are not warranted since the Proposed Actions would neither introduce a sizeable new neighborhood where one has not previously existed, nor would it displace or alter a hospital or public health clinic, fire protection services facility, or police station.

Public Schools

Based on student generation rates for public elementary, intermediate, and high schools for Bronx included in the *CEQR Technical Manual*, the net increase of up to 1,262 DUs would result in approximately 300 elementary school students, 135 intermediate school students, and 165 high school students. As the total number of elementary and intermediate students is greater than 50**,** a detailed analysis of elementary and intermediate schools will be provided in the EIS. As the total number of high school students is greater than 150, a detailed analysis of high schools will also be provided in the. The elementary and intermediate school analyses will incorporate the following:

- In conformance to *CEQR Technical Manual* guidance, the primary study area for the analysis of elementary and intermediate schools is the school district's "sub-district" in which the project is located. Since the Project Site is located within Community School District (CSD) 11, Sub-District 2, the elementary and intermediate school analyses will be conducted for schools in that sub-district;

- Public elementary and intermediate schools serving CSD 11, Sub-District 2 will be identified and located. Existing capacity, enrollment, and utilization data for all public elementary and intermediate schools within the affected sub-district will be provided for the current (or most recent) school year, noting any specific shortages of school capacity;

- Conditions that would exist in the No-Action condition for the sub-district will be identified taking into consideration projected changes in future enrollments, including those associated with other developments in the affected sub-district, using the NYC School Construction Authority (SCA) Projected New Housing Starts. Plans to alter school capacity either through administrative actions on the part of the NYC Department of Education (DOE), or as a result of the construction of new school space prior to the 2033 analysis year, will also be identified and incorporated into the analyses. DOE will be consulted on their 2015-2019 Five Year Capital Plan to determine which projects have commenced site preparation and/or construction and should be included in the quantitative analysis or qualitative assessment;

- Future conditions with the Proposed Actions will be analyzed, adding students likely to be generated to the projections for the future No-Action condition. Potential impacts will be assessed based on the difference between the With-Action projections and No-Action projections for enrollment, capacity, and utilization in 2033; and

- A determination will be made of whether the Proposed Actions would result in significant adverse impacts to elementary and/or intermediate schools. As described in the *CEQR Technical Manual*, a significant adverse impact warranting consideration of mitigation may occur if the Proposed Project would result in: (1) a collective utilization rate of the elementary and/or intermediate schools in the sub-district study area that is equal to or greater than 100% in the With-Action condition; and (2) an increase of 5% or more in the collective utilization rate between the No-Action and With-Action conditions.

A detailed analysis will also be carried out for high schools, and include the following steps:

- In conformance to *CEQR Technical Manual* guidance, the primary study area for the analysis of high schools is the borough in which the project is located. Since the Project Site is in the Bronx, the analysis will be conducted for high schools in the Bronx;

- High schools in all school districts located in the Bronx will be identified and located. Existing capacity, enrollment, and utilization data for all high schools within the Bronx will be provided for the current (or most recent) school year, noting any specific shortages of school capacity;

- Conditions that would exist in the No-Action condition for the borough will be identified taking into consideration projected changes in future enrollments using SCA Projected New Housing Starts. Plans to alter school capacity either through administrative actions on the part of DOE, or due to construction of new school space prior to the 2033 analysis year, will be identified and incorporated into the analyses. DOE will be consulted regarding their 2015-2019 Five Year Capital Plan to determine which projects have commenced site preparation and/or construction and should be included in the quantitative analysis or qualitative assessment;

- Future conditions with the Proposed Actions will be analyzed, adding students likely to be generated to the projections for the No-Action condition. Impacts will be assessed based on the difference between the With-Action projections and No-Action projections for enrollment, capacity, and utilization in 2033; and

- A determination will be made of whether the Proposed Project would result in significant adverse impacts to high schools. A significant adverse impact may result, warranting consideration of mitigation, if the Proposed Project would result in: (1) a collective utilization rate of the high schools

in the Bronx that is equal to or greater than 100% in the With-Action condition; and (2) an increase of 5%or more in the collective utilization rate between the No-Action and With-Action conditions.

Publicly Funded Child Care and Head-Start Centers

Publicly funded childcare centers are overseen by DOE to provide care for children of income-eligible households that are under six years old. 3-K for All programs are included in the assessment of potential impacts on childcare centers. The 3-K for All program is administered by the DOE to bring free, full-day, high quality education to three-year-old children in NYC communities. There are only two 3-K programs located within CSD 11, Susan Wagner Day Care which had an enrollment of 51 students and Susan Wagner Victory which had an enrollment of 21 students from 2018-2019.

Based on the number of low and moderate-income DUs that would result from the Proposed Actions, the Proposed Project would generate more than 20 children eligible for publicly funded group childcare and head-start centers. In conformance with the *CEQR Technical Manual* screening threshold of 20 eligible children, both the With-Action Scenarios would warrant a detailed analysis of the potential impact on publicly funded group childcare and Head-Start Centers and will be provided in the EIS**.** This analysis will include the following tasks:

- Existing publicly funded childcare centers within approximately 1.5 miles of the Project Site will be identified. Each facility will be described in terms of its location, number of slots (capacity), enrollment, and utilization in consultation with the DOE;
- For the No-Action condition, information will be obtained for any changes planned for childcare programs or facilities in the area, including the closing or expansion of existing facilities and the establishment of new facilities. Any expected increase in the population of children under age six within the eligibility income limitations will be discussed as potential additional demand, and the potential effect of any population increases on demand for childcare services in the study area will be assessed. The available capacity or resulting deficiency in slots and the utilization rate for the study area will be calculated for the No-Action condition;
- The potential effects of the additional eligible children resulting from the Proposed Actions will be assessed by comparing the estimated net demand over capacity to a net demand over capacity in the No-Action condition;
- A determination of whether the Proposed Actions would result in significant adverse impacts to childcare centers will be made. A significant adverse impact may result, warranting consideration of mitigation, if the Proposed Actions would result in both of the following: (1) a collective utilization rate of the group child care centers in the study area that is greater than 100% in the With-Action condition; and (2) an increase of 5% or more in the collective utilization rate of child care centers in the study area between the No-Action and With-Action conditions.

Libraries

As indicated in the *CEQR Technical Manual*, if a proposed project increases the number of DUs served by the local library branch by more than 5%, an analysis is warranted of library services. In the Bronx, the introduction of 731 DUs would represent a 5% increase in DUs per branch. Project. Therefore, a detailed analysis of libraries is warranted and will be provided in the EIS. The analysis will include the following:

- The primary study area of libraries is approximately 0.75-miles from the Project Site, which is the distance that one might be expected to travel for such services. The Wakefield Library is the only public library currently located within the 0.75-mile area from the Project Site;
- A brief description of existing libraries within the study area, their information services, and their user population will be provided, and a profile of the existing population served will be included.

The branch holdings (books, CD-ROMs, DVDs, Videotapes, etc.) and circulation data will be identified. “Holdings” per resident will be estimated to provide a quantitative gauge of available resources in the applicable branch libraries to form the baseline for the analyses;

- For the No-Action condition, the future population in the study area will be estimate based on demographic and socioeconomic analyses. Information from the New York Public Library concerning any planned new branches serving the study area and changes to existing branches, including building additions and the size of collections and special programs, will be documented. Using the information gathered for the existing conditions, holdings per resident in the No-Action condition is then estimated;
- For the With-Action condition, the estimated population to be added by the Proposed Project will be determined and added to that of the No-Action population to determine the project’s effects on the library’s ability to provide information services to its uses. Holdings per resident in the With-Action condition will be estimated and then compared to the No-Action holdings estimate; and
- A determination of whether the Proposed Actions would result in significant adverse impacts to libraries will be made in accordance with *CEQR Technical Manual* guidelines. A significant adverse impact may result, warranting consideration of mitigation, if the Proposed Actions would increase the study area population by 5% or more over No-Action levels, and it is determined, in consultation with the appropriate library agency, that this increase would impair the delivery of library services in the study area.

TASK 5. OPEN SPACE

As described in the *CEQR Technical Manual,* if a project would add population to an area, demand for existing publicly-accessible open space facilities would typically increase. Indirect effects on publicly-accessible open space resources may occur when the population generated by the proposed project would be sufficiently large to noticeably diminish the ability of an area’s open space to serve the future population. An open space assessment is typically warranted if an action would directly affect an open space or if it would increase the population by more than:

- 350 residents or 750 workers in areas classified as “well-served areas”;
- 50 residents or 125 workers in areas classified as “underserved areas”;
- 200 residents or 500 workers in areas that are not within “well-served” or “underserved areas.”

The Proposed Project is neither in an underserved or well-served area by open space. Since the Proposed Project would generate a net increase of up to 1,262 DUs and a net increase of up to 3,484 residents, it would exceed the associated residential threshold of 200 residents, an open space assessment is warranted and will be provided in the EIS.

The open space analysis will consider both passive and active open space resources. Passive open space ratios will be assessed for a “non-residential” (0.25-mile radius) study area and a “residential” (0.5-mile radius) study area. Open space ratios are expressed as the amount of open space acreage (total, passive, and active) per 1,000 users. Active open space ratios will be assessed for the 0.5-mile residential study area. As recommended in the *CEQR Technical Manual*, both study areas would generally comprise those census tracts that have 50% or more of their area located within the 0.25-mile radius and 0.5-mile radius of the Project Site, respectively. The resultant open space study areas are shown in **Figure 6: Open Space Study Areas**.

The detailed open space analysis will include the following:

- Characteristics of the two open space user groups (residents and workers/daytime users) will be determined. U.S. Census Bureau, American Community Survey, 2015-2019 five-year estimates for census tracts comprising the non-residential and residential open space study areas will be used to determine the number of residents in the study areas. As the study areas may include a workforce and daytime population that would also use open spaces, the number of employees and daytime workers in the study areas will also be calculated, based on reverse journey-to-work census data;

- Existing passive and active open spaces within the 0.25-mile and 0.5-mile open space study areas will be inventoried and mapped. The condition and usage of existing facilities will be described based on the inventory and field 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, passive and active open space ratios will be calculated for the residential and worker populations and compared to City guidelines to assess adequacy;

- Expected changes in future levels of open space supply and demand in the 2033 analysis year will be assessed based on other planned development projects within the open space study areas. Any new open space or recreational facilities that are anticipated to be operational by the analysis year will also be accounted for. Open space ratios will be calculated for the future No-Action condition and compared with exiting ratios to determine changes in future levels of adequacy; and

- Effects on open space supply and demand resulting from increased residential and worker populations associated with the Proposed Actions will be assessed. Any new accessory open space facilities included in the Proposed Project will be considered. The assessment of the impact of the Proposed Actions will be based on a comparison of open space ratios for the future No-Action versus future With-Action conditions. If the open space ratio would have a substantial change from the No-Action condition to the With-Action condition, approaching or exceeding 5%, then a qualitative, detailed analysis will be required. The 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 the study areas are sufficiently served by open space, given the type (active vs. passive), capacity, condition, and distribution of open space, and the profile of the study area populations.



Source: 2020 PLUTO, DCP

For Illustrative purposes only

- Project Site
- 0.5-mile Study Area
- 0.25-mile Study Area
- Open Space Resources (Keyed to Table 5-1)
- Residential Study Area
- Non-Residential Study Area
- Census Tracts
- Publicly Accessible Open Space

EXISTING OPEN SPACE RESOURCES MAP

Figure 6

Wakefield Village EIS

TASK 6. 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 potential for the Proposed Project to result in significant adverse shadow impacts as defined in the *CEQR Technical Manual*. 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 significant 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.

Since the Proposed Actions would result in the construction of new buildings that would be greater than 50 feet in height, the EIS will assess the Proposed Project on a site-specific basis for potential shadowing effects on sunlight-sensitive features and disclose the range of shadow impacts, if any, which are likely to result from the Proposed Project. The shadows analysis will include the following tasks:

- A preliminary screening assessment will be prepared to determine whether shadows from the Proposed Project 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 projected and potential developments, which is defined as 4.3 times the height of a structure (the longest shadow that would occur on December 21st, the winter solstice). A base map that illustrates the locations of the projected and potential developments 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 projected and potential 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 projected or potential developments, a Tier 3 Screening Assessment will be conducted. The Tier 3 Screening Assessment will determine if shadows resulting from the Proposed Project can reach a sunlight-sensitive resource using 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) and the Proposed Project to determine the extent and duration of new shadows that would be cast on sunlight-sensitive resources as a result of the Proposed Project;
- 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 development will be provided in the EIS. The detailed shadow analysis will establish a baseline condition (No-Action), which will be compared with the With-Action condition to illustrate the shadows cast by existing or future buildings and distinguish the additional (incremental) shadow cast by the Proposed Project. The detailed analysis will include the following:
    - A summary table listing the entry and exit times and total duration of incremental shadow on each applicable representative day for each affected resource.
    - An assessment of the significance of any shadow impacts on sunlight-sensitive resources.

- 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 7. 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. Historic resources include designated New York City Landmarks (NYCLs) and Historic Districts (NYCHDs); properties calendared for consideration as NYCLs by the Landmarks Preservation Commission (LPC) or determined eligible for NYCL designation; properties listed on the State and National Register of Historic Places (S/NR) or formally determined eligible for S/NR listing, or properties contained within a S/NR listed or eligible district; properties recommended by the New York State board for listing on the S/NR; and National Historic Landmarks (NHLs).

In conformance to *CEQR Technical Manual* guidance, a historic and cultural resources assessment is required if a project would have the potential to affect either archaeological or architectural resources. It is expected that Proposed Project would require subsurface disturbance on the Project Site and thus it will be necessary to analyze the potential impacts of the Proposed Actions on archaeological resources. Although, as stated in the EAS, preliminary review of available information sources did not identify known and/or eligible architectural resources on or near the Project Site, the potential for such resources existing could not be ruled out. Therefore, consistent with the *CEQR Technical Manual* guidance, a historic and cultural resources assessment will include the following tasks:

- Consultation with LPC regarding the potential architectural and archaeological sensitive of the Project Site.
- Identify potential architectural resources in consultation with LPC
- Evaluate the potential for the Proposed Actions to result in direct, physical effects on any identified architectural and archaeological resources.

TASK 8. 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 rezone the Project Site to allow higher density, an assessment of urban design and visual resources will be provided in the EIS.

The urban design study area will be the same as that used for the land use analysis. 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 tasks:

- Based on field visits, the urban design and visual resources of the directly affected 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, Zoning, Public Policy,” 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; and
- Potential changes that could occur in the urban design character of the study area due to the Proposed Actions will be described. For the Project Site, the analysis will focus on the general massing assumed for the Proposed Project, as well as elements such as street wall 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.

If warranted based on the results of the preliminary assessment, a detailed urban design and visual resources analysis will be prepared for the worst-case With-Action Scenario. The analysis would describe the potential changes that could occur to urban design and visual resources in the future With-Action condition, in comparison to the future No-Action condition, focusing on the changes that could negatively affect a pedestrian’s experience of the area.

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 several factors, including whether the location is exposed to high wind conditions, such as along west and north-west facing waterfronts, as well as the size and orientation of the buildings that are proposed to be constructed. While the Project Site is located near a waterfront, the Proposed Actions would not result in a uniform street wall that would channelize downward wind pressure; thus, a pedestrian wind condition analysis is not warranted.

TASK 9. NATURAL RESOURCES

Under CEQR, a natural resource is defined as the City’s biodiversity (plants, wildlife, and other organisms); any aquatic or terrestrial areas capable of providing suitable habitat to sustain the life processes of plants, wildlife, and other organisms; and any areas capable of functioning in support of the ecological systems that maintain the City’s environmental stability. Such resources include ground water, soils, and geologic features; numerous types of natural and human-created aquatic and terrestrial habitats (including wetlands, dunes, beaches, grasslands, woodlands, landscaped areas, gardens, parks, and built structures); as well as any areas used by wildlife. The EIS will include an assessment of natural resources following CEQR guidelines. The Project Site has been improved with paved surfaces. As such, vegetation is limited and there is minimal habitat to support native wildlife. The study area for the natural resources assessment will consist of the Project Site and natural resources within a 0.5-mile radius that may be directly or indirectly affected by activities on the Project Site. The future conditions for the natural resources within the Project Site in the No-Action condition will be described in the EIS as the baseline condition. The potential effects of the Proposed Actions on natural resources, in comparison with the No-Action condition, will be assessed.

TASK 10. HAZARDOUS MATERIALS

The objective of a hazardous materials assessment is to determine whether a project site may have been adversely affected by current or historical uses at or adjacent to the site. Given the land use history of the Project Site and/or parcels in close proximity, potential exposure to hazardous materials could occur as the result of the Proposed Actions; therefore, the EIS will include an assessment of hazardous materials on and near the Project Site. This assessment will primarily 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 Project.

Provided in this EIS chapter will be a summary of the results of a Phase I Environmental Site Assessment (ESA) prepared for the Project Site. 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 of the Project Site 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 Project Site 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 project. The appropriate remediation measures specific to the future uses of the site will be provided.

TASK 11. 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 systems 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.

Water Supply

A preliminary analysis of water supply infrastructure is needed if the project would result in an exceptionally large demand for water or if it is in an area that experiences low water pressure. If the project does not meet any of these thresholds, no further analysis of water supply infrastructure is needed.

Wastewater and Stormwater Infrastructure

The threshold of a preliminary wastewater and stormwater infrastructure analysis for projects in the Bronx that are in areas that have separate storm and sanitary sewer systems varies based on the incremental development over the No-Action condition and the existing zoning district(s) that a project site is located.

Since the Project Site is in a combined sewer area and would exceed the incremental development threshold for residential, commercial and community facility uses, a preliminary assessment of wastewater and stormwater conveyance and treatment is required. The wastewater and stormwater infrastructure assessment will include the following tasks:

- The appropriate study area for the assessment will be established in accordance *CEQR Technical Manual* guidance and in consultation with the Department of Environmental Protection (DEP);
- The existing stormwater drainage system and surfaces (pervious or impervious) on the Project Site will be described, and the amount of stormwater generated on the Project Site will be estimated using the volume calculation worksheet as referenced in the *CEQR Technical Manual*
- The existing sewer system serving the Project Site will be described based on records obtained from DEP. The existing flows to the Hunts Point wastewater treatment plant (WWTP), which serves the directly affected 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 Proposed Project will be assessed to determine the Proposed Actions' potential to result in impacts. Changes to the Project Site'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 site will be determined based on the DEP volume calculation worksheet; and

- Sanitary sewage generation for the Project Site 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 Hunts Point WWTP.

A more detailed assessment may be required if increased sanitary or stormwater discharges from the Proposed Project 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 the lead agency and DEP.

TASK 12. 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), and on and off-street parking. The Proposed Actions would facilitate a new residential, commercial, and community facility development, which would generate additional vehicular travel and demand for parking, as well as additional transit riders and pedestrian traffic. These new trips have the potential to affect the area's transportation systems.

Travel Demand and Screening Assessment

Transportation impact analysis methodologies for proposed projects in NYC are described in the *CEQR Technical Manual*, which outlines a two-tiered screening process to identify the need for detailed transportation analyses. The Level 1 screening assessment includes a trip generation analysis to determine whether the Proposed Project would result in more than 50 vehicle trips, 200 subway/rail or bus riders, or 200 pedestrian trips in a peak hour. The Level 2 screening includes an assignment of trips to the roadway network to identify intersections with 50 or more vehicle trips, pedestrian elements with 200 or more pedestrian trips, 50 bus trips in a single direction on a single route, or 200 passengers at a subway station or line during any analysis peak hour which would require detailed analyses.

The Proposed Project's travel demand forecast (Level 1 screening assessment) and detailed vehicle, pedestrian, and transit trip assignments (Level 2 screening assessment) will be prepared to identify the intersections and elements that would meet the thresholds described above and would therefore be considered for quantified analyses.

Traffic

According to the criteria specified in the *CEQR Technical Manual,* detailed traffic analyses are generally required at intersections where more than 50 new vehicle trips would be generated by a proposed project during an individual peak hour based on the results of the vehicle trip assignment. Based on a preliminary review of the land uses to be developed as part of the Proposed Project, it is anticipated that several intersections in the vicinity of the Project Site will have to be analyzed during the following four critical peak hours:

- Weekday AM peak hour
- Weekday MD peak hour
- Weekday PM peak hour
- Saturday MD peak hour

For each study intersection, detailed quantitative analyses will be performed in accordance with the *CEQR Technical Manual* for each of the study traffic peak hours. The following outlines the anticipated scope of work for conducting the detailed traffic impact analysis for the Proposed Project:

- Conduct a data collection program for traffic analysis locations that includes a mix of automatic traffic recorder (ATR) machine counts, along with vehicle classification counts and travel time studies (speed runs) in the vicinity of the Proposed Site as needed to support the air quality and noise analyses. Turning movement count data and vehicle classification will be collected at each study intersection (to be determined) during the weekday and Saturday peak hours and will be supplemented by nine days of continuous ATR counts. 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 near the study area will be compiled, including data from such agencies as the New York City Department of Transportation (NYCDOT) and NYSDOT.

- 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, bus stop locations, and average vehicle queue lengths. Signal phasing and timing data for each signalized intersection included in the analysis will be obtained from NYCDOT.

- Determine existing traffic operating characteristics at each analysis intersection including capacities, volume-to-capacity (v/c) ratios, average vehicle delays, queues, and levels of service (LOS) per lane group, and per overall intersection. This analysis will be conducted using Synchro traffic analysis software.

- Based on available sources, data from the U.S. Census Bureau, and standard references including the *CEQR Technical Manual,* estimate the demand from other major developments planned in the vicinity of the Project Site by the Proposed Project analysis year ("No-Action development projects"). This will include total daily and peak hour person and vehicular trips, and the distribution of trips by auto, taxi, and other modes. Mitigation measures accepted for all No-Action development projects as well as other planned NYCDOT initiatives will be included in the future No-Action network, as applicable.

- Compute the future No-Action condition traffic volumes based on approved background traffic growth rates per *CEQR Technical Manual* guidelines for the study area and demand from major development projects expected to be completed in the future without the Proposed Project. Incorporate planned changes to the roadway system anticipated by the Proposed Project analysis year and determine the No-Action condition v/c ratios, delays, queues, and LOS at analyzed intersections.

- Based on available sources, data from the U.S. Census Bureau and standard references including the *CEQR Technical Manual*, develop a travel demand forecast for the Proposed Project 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 Proposed Project, as described in the TDF memorandum. Assign the net project-generated trips in each analysis peak hour to likely approach and departure routes and prepare traffic volume networks for the future with the Proposed Project condition for each analyzed peak hour. Determine the v/c ratios, delays, queues, and LOS at analyzed intersections for the With-Action condition and identify significant adverse traffic impacts in accordance with *CEQR Technical Manual* criteria.

Transit

According to the criteria specified in the *CEQR Technical Manual,* detailed transit analyses are generally required at subway stations or lines where more than 200 new passengers would be added by a proposed

project during an individual peak hour based on the results of the transit trip assignment and at bus lines where 50 new passengers would be added in a single direction on a single route. Based on a preliminary review of the land uses to be developed as part of the Proposed Project, it is anticipated that several transit elements (subway and/or bus elements) near the Project Site will have to be analyzed during the Weekday AM and PM commuter peak hours.

For each transit element identified in the TDF memorandum, detailed quantitative analyses will be performed for each of the study transit peak hours in accordance with the *CEQR Technical Manual.* The detailed transit impact analysis for the Proposed Project will follow the same analysis steps as the traffic analysis described above to identify potential significant adverse transit impacts in accordance with the *CEQR Technical Manual*. Existing transit counts needed for the analysis will be requested from NYCT.

Pedestrians

According to the criteria specified in the *CEQR Technical Manual,* detailed pedestrian analyses are generally required at pedestrian elements (sidewalk, crosswalk, or intersection corner) where more than 200 new pedestrians would be added by a proposed project during an individual peak hour based on the results of the pedestrian trip assignment. Based on a preliminary review of the land uses to be developed as part of the Proposed Project, it is anticipated that several pedestrian elements (sidewalks, crosswalks, and/or intersection corners) near the Project Site will have to be analyzed during the Weekday AM, Weekday MD, Weekday PM, and Saturday MD peak hours.

For each pedestrian element identified in the TDF memorandum, detailed quantitative analyses will be performed for each of the study pedestrian peak hours in accordance with the *CEQR Technical Manual.* The detailed pedestrian impact analysis for the Proposed Project will follow the same analysis steps as the traffic analysis described above to identify potential significant adverse pedestrian impacts in accordance with the *CEQR Technical Manual*. Existing pedestrian counts needed for the analysis will be collected concurrently with the traffic counts.

Parking Conditions

A parking analysis identifies the extent to which on-street and off-street parking is available and utilized under existing, No-Action, and With-Action conditions. Typically, this analysis encompasses a study area within 0.25-mile of the Proposed Project. If the analysis identifies a shortfall in parking in the 0.25-mile study area, the study area could be extended to 0.5 miles to identify additional parking supply. The analysis, which takes into consideration anticipated changes in area parking supply, provides a comparison of parking needs versus availability to determine if a parking shortfall is likely to result from additional demand generated by the Proposed Project.

Vehicular and Pedestrian Safety Assessment

An evaluation of traffic safety is necessary for locations within the study area that have been identified as high-crash locations as specified in the *CEQR Technical Manual.* These locations are defined as those with more than 48 total reportable and non-reportable crashes or five or more pedestrian/bicycle injury crashes that occur during any consecutive 12 months of the most recent three-year period for which data is available. Crash histories will be obtained and reviewed to determine whether projected vehicular and pedestrian traffic would further impact safety as these locations or whether existing unsafety conditions could adversely impact the flow of the projected new vehicular or pedestrian/bicycle trips. If the assessment identifies potential for significant pedestrian and/or bicycle impacts due to the Proposed Actions, possible remedies and/or improvements will be proposed for NYCDOT consideration.

In addition, since the Proposed Project includes a school site, an analysis of existing pedestrian safety at intersections expected to be used as main walking routes to and from the Project Site will be completed in conformance to *CEQR Technical Manual* guidance, even if these intersections are not categorized as high-crash locations.

TASK 13. AIR QUALITY

In conformance with guidance in the *CEQR Technical Manual,* assessments will be completed of the impact of mobile sources generated by the Proposed Project, emissions from Heating, Ventilation and Air Conditioning (HVAC) facilities as part of the Proposed Project, and emissions from on-site parking facilities. In addition, assessments will be completed of the potential impact of nearby major sources of air pollution and air toxics on sensitive populations introduced by the Proposed Project.

Existing Conditions

A description of existing ambient air quality levels at the Project Site will be estimated based on three years of ambient air quality data collected at available U.S. Environmental Protection Agency (EPA)/New York State Department of Environmental Conservation (NYSDEC) monitoring sites for the six air pollutants for which National Ambient Air Quality Standards (NAAQS) have been established (SO_2, CO, Particulates (PM_{10}/$PM_{2.5}$), NO_2, Ozone and Lead). Data will be obtained from EPA's AirData website. The attainment status of New York County for each criteria pollutant will be discussed.

Mobile Source Analysis

An assessment of impact of mobile source analysis generated by the Proposed Actions will be completed for carbon monoxide (CO) and fine particulate matter less than 2.5 microns in diameter ($PM_{2.5}$). If the level of incremental traffic generated by the Proposed Project exceeds the applicable detailed mobile source analysis thresholds outlined in the *CEQR Technical Manual,* a detailed analysis will be performed using the latest EPA-approved mobile source emissions model (currently MOVES3) and the air pollutant dispersion model AERMOD.

Parking Facilities Assessment

The Proposed Project includes an approximately 617-space parking facility. A parking analysis will be completed for CO and $PM_{2.5}$ in conformance to guidelines in the *CEQR Technical Manual*. Cumulative impacts from on-street sources and emissions from parking garages will be calculated, where appropriate.

Stationary Source Analysis

Heating, Ventilation, And Air Conditioning (HVAC) Analysis

The analysis of the HVAC systems of the Proposed Project will consider impacts following the screening procedures outlined in the *CEQR Technical Manual* to determine the potential for impacts on existing developments as well as the potential for "project-on-project impacts." Since the Proposed Project would have multiple buildings with similar heights and individual HVAC systems, refined modeling analysis will be performed using the latest EPA-approved version of the atmospheric dispersion modeling system (AERMOD) model and five years of representative meteorological data. Emission rates will be developed based on the size of the Proposed Project and assumptions developed to represent boiler stack location(s).

The predicted pollutant concentrations will be compared against applicable NAAQS and CEQR *de minimis* criteria for $PM_{2.5}$. to identify the air quality impacts of proposed systems.

Air Toxics

A survey of manufacturing facilities within 400 feet of the Project Site will be completed in conformance to the guidelines in the *CEQR Technical Manual* to identify existing facilities with the potential to cause adverse air quality impacts due to the release of air toxics. The survey will include EPA, NYSDEC, and DEP database searches and available permit records will be reviewed to identify industrial sources within

400-feet of the Project Site. The *CEQR Technical Manual* lists the following types of uses as a source of concern for air toxics:

- A medical, chemical, or research laboratory nearby a project site
- A manufacturing or processing facility within 400 feet of a project site
- An odor producing facility within 1,000 feet of a project site

A field survey will be performed to confirm the operational status of the sites identified in the permit search, and to identify any additional sites that have sources of emissions that would warrant an analysis. If industrial sources are identified, a detailed industrial source analysis will be performed.

Large or Major Sources

The *CEQR Technical Manual* identifies major/large emission sources as (e.g.) solid waste or medical waste incinerators, cogeneration facilities, asphalt and concrete plants, or power generating plants. Existing land uses within 1,000 feet of the Project Site that are likely to have large boilers, such as school or medical buildings with air quality permits may also affect the Proposed Project. Major sources are those located at facilities within 1,000 feet that have a Title V or Prevention of Significant Deterioration air permit, while large sources are those located at facilities that require a State Facility Permit. DEP information on registered boilers at specific sites within 1,000 feet of the Project Site, as well as online permit information available from the NYSDEC website for the State Facility Register, will be reviewed for an area 1,000 from the Project Site. If any large or major stationary emissions sources are identified, a detailed analysis will be prepared.

TASK 14. GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

Greenhouse Gas Emissions

Increased greenhouse gas (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 Proposed Project exceeds the 350,000-sf development threshold identified in the *CEQR Technical Manual* to require an assessment of GHG emissions, GHG emissions generated by the Proposed Project will be quantified and an assessment of consistency with the City's established GHG reduction goal will be performed as part of the EIS in accordance with the *CEQR Technical Manual*. The assessment will examine GHG emissions from the Proposed Project's operations, mobile sources, and construction, as outlined below.

- Sources of GHG from the development projected as part of the Proposed Project will be identified. The pollutants for analysis will be discussed, as well as various City, State, and Federal goals, policies, regulations, standards, and benchmarks for GHG emissions;
- Fuel consumption will be estimated for the Proposed Project based on the projected capacity and type of fuel proposed for on-site HVAC systems;
- GHG emissions associated with the action-related traffic will be estimated for the Proposed Project using data from Task 12, "Transportation." and the change in regional vehicle miles traveled (VMT) with the Proposed Project;
- The types of construction materials and equipment proposed will be discussed along with opportunities for alternative approaches that may serve to reduce GHG emissions associated with construction;

- A qualitative discussion of stationary and mobile sources of GHG emissions will be provided in conjunction with a discussion of goals for reducing GHG emissions to determine if the Proposed Project is consistent with GHG reduction goals, including the construction of efficient buildings, using clean power, transit-oriented development and sustainable transportation, reducing construction operations emissions, and using building materials with low carbon intensity.

As the Project Site is located within the 100- and 500-year flood zone, an assessment of climate change is warranted. The lead agency in consultation with Mayor's Office of Environmental Coordination (MOEC) will determine the precise scope of climate change analyses. Climate change discussions will focus on early integration for climate change considerations into the Proposed Project and may include proposals to increase climate resilience and adaptive management strategies to allow for uncertainties in environmental conditions resulting from climate change.

TASK 15. NOISE

As indicated in the CEQR Technical Manual, a noise analysis is appropriate if a project has the potential to result in significant noise impacts due to the generation of motor vehicles or on-site stationary sources of noise, and if new noise sensitive receptors are introduced in a location of existing high ambient noise levels. Since the Proposed Actions would result in an increase in the number of motor vehicles traveling to and from the Project Site and would be located in an area of existing high ambient noise levels, including noise from nearby rail operations, a noise analysis will be completed and included in the EIS.

The following tasks will be performed in compliance with *CEQR Technical Manual* guidelines for mobile and stationary source noise analysis:

- Based on the traffic studies conducted for Task 12, "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 significant noise impacts (i.e., doubling noise passenger car equivalent) due to project-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* guidelines;

- 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 Site;

- In conformance with Sections 213 and 332.3 of the *CEQR Technical Manual*, the effects of the rail on the Proposed Actions will be estimate based on the collection of ambient levels of noise at the Project Site and a projection of the number of future rail "passbys" from the nearby Metro North Harlem and New Haven rail lines;

- 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 fundaments. All projections will be made with L_{eq} noise descriptor; and

- The level of building attenuation necessary to satisfy *CEQR Technical Manual* guidelines (a function of the exterior noise levels) will be determined based on the highest L_{10} noise level estimated at each monitoring site.

TASK 16. PUBLIC HEALTH

As defined in the *CEQR Technical Manual,* 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. 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. 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 or areas. Consistent with this guidance, an assessment will be completed to determine if the Proposed Actions would result in an adverse impact on public health, and, if so, to identify measures to avoid or mitigate such effects.

TASK 17. NEIGHBORHOOD CHARACTER

As defined in the *CEQR Technical Manual*, neighborhood character is an amalgam of various elements that give neighborhoods their distinct "personality." These elements may include a neighborhood's land use, urban design, visual resources, historic resources, socioeconomics, traffic, and/or noise. Each of these technical areas are considered in separate chapters in this EIS. The Proposed Actions have the potential to alter one or more of these elements that contribute to the area's character. Therefore, a neighborhood character analysis will be provided in the EIS.

A preliminary assessment of neighborhood character will be provided in the EIS 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 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; and
- Evaluate whether the Proposed Actions has 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* guidelines.

TASK 18. 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. As indicated in the *CEQR Technical Manual,* multi-sited projects with overall construction periods lasting longer than two years and that are near sensitive receptors should undergo a preliminary impact assessment.

Construction of the Proposed Project is expected to take place over a period of approximately ten years and is therefore considered long-term. In addition, based on the anticipated construction phasing for the

Proposed Project, there is the potential for on-site receptors on buildings to be completed before the final build-out of the Proposed Project. This chapter will provide a preliminary impact assessment following the guidelines in the *CEQR Technical Manual.* The preliminary assessment will evaluate the duration and severity of the disruption or inconvenience to nearby sensitive receptors. Given the multiple buildings that are anticipated on the Project Site, the anticipated construction period, and its location in proximity to nearby sensitive receptors, it is anticipated that a detailed construction impact analysis will be prepared for one or more technical areas and reported in accordance with guidelines outlined in the *CEQR Technical Manual*. Technical areas to be assessed include the following:

- *Transportation Systems.* The assessment will consider losses in lanes, 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. A travel demand forecast for the worst-case construction period will be prepared if warranted under *CEQR Technical Manual* guidelines, 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;

- *Air Quality.* The construction air quality impact section will include a quantitative analysis to assess the impacts of emissions from on-site construction equipment and on-road construction-related vehicles. The pollutants for analysis will be CO, $PM_{2.5}$, PM_{10} and NO_2. A conceptual construction schedule will be developed for the Proposed Project and used to estimate the peak period of activity for air quality purposes. On-road source emissions will be estimated with MOVES3. The NONROAD option in MOVES will be used to develop emission rates for off-road heavy equipment. Fugitive dust will be estimated using AP-42 procedures. Worst-case emissions at the closest sensitive receptors will be modeled using AERMOD and five years of meteorological data;

- *Noise.* The construction noise impact section will include a quantitative construction noise analysis. The construction noise analysis will rely on a conceptual construction schedule to be developed for the Proposed Project to identify peak periods of construction activity for detailed analysis. Assumptions will be developed regarding equipment usage factors and typical equipment noise levels. Predicted noise levels will be compared to *CEQR Technical Manual* impact thresholds;

- *Hazardous Materials.* The construction hazardous materials impact assessment will discuss—in coordination with DEP—potential investigative and construction health and safety measures that will be developed and implemented to avoid the potential for the Proposed Project to result in hazardous materials impacts, if any, during the construction period; and

- *Other Technical Areas.* As appropriate, other areas of environmental assessment—such as open space and neighborhood character—will be analyzed for potential construction-related impacts.

TASK 19. ALTERNATIVES

SEQRA/CEQR guidance requires that alternatives to the proposed project be identified and evaluated in an EIS so that the decision-maker may consider whether alternatives exist that would minimize or avoid adverse environmental effects. Included in this chapter will be assessments of a No Action Alternative, a No Unmitigated Impact Alternative, and two alternatives that would result in an increase in the amount of community facility space **(Table 3: Increased Community Facility Alternatives)**. In each case, the impacts of each alternative will be compared to the impacts of the Proposed Project. The assessment of alternatives will be qualitative, except in those technical areas where significant adverse impacts for the Proposed Actions have been identified. Included will be an assessment of whether each alternative would achieve the purpose and need of the Proposed Actions.

Table 3: Increased Community Facility Alternatives

Increased Community Facility Alternative 1

Sub-Section	Block/ Lot	Buildings	Residential (gsf)	Residential Units	Commercial (gsf)	Community Facility (gsf)	Mech. Space & Common Areas(gsf)	Total Area (gsf)	Parking	Open space	Height* (ft)
A	5064/78,85, p/o 10	A1	165,092	211	17,092	15,934	9,906	208,024	NA	28,503	157
		A2	153,215	166	5,622	8,820	8,383	176,040	NA	17,663	191
B	5064/78,85, p/o 10	B1	144,852	148	18,677	4,933	8,428	176,989	NA	12,739	157
		B2	176,463	240	17,071	8,551	9,677	203,211	NA	11.89	190
C	5064/78,85, p/o 10	C1	143,402	170	0	66,702	10,505	220,609	NA	13,860	199
		C2	184,820	211	0	0	9,241	194,061	NA	45,442	255
	Total		**967,844**	**1,146**	**27,746**	**80,186**	**56,140**	**1,178,934**	**242,640 (617 spaces)**	**130,097**	

Increased Community Facility Alternative 2

Sub-Section	Block/ Lot	Buildings	Residential (gsf)	Residential Units	Commercial (gsf)	Community Facility (gsf)	Mech. Space & Common Areas(gsf)	Total Area (gsf)	Parking	Open space	Height* (ft)
A	5064/78,85, p/o 10	A1	165,092	211	17,092	15,934	9,906	208,024	NA	28,503	157
		A2	153,215	166	5,622	8,820	8,383	176,040	NA	17,663	191
B	5064/78,85, p/o 10	B1	144,852	148	5,032	18,677	8,428	176,989	NA	12,739	157
		B2	176,463	240	0	17,071	9,677	203,211	NA	11,890	190
C	5064/78,85, p/o 10	C1	204,224	230	0	0	10,211	214,435	NA	13,860	199
		C2	184,820	211	0	0	9,241	194,061	NA	45,442	255
	Total		**1,028,666**	**1,206**	**27,746**	**13,484**	**55,846**	**1,172,760**	**242,640 (617 spaces)**	**130,097**	

**Height: To uppermost floor. Additional 20 feet of bulkhead assumed*

TASK 20. SUMMARY EIS CHAPTERS

The following summary chapters will be prepared in accordance with *CEQR* guidelines:

- *Executive Summary* will utilize relevant material from the body of the EIS 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;

- *Mitigation.* Where significant adverse impacts have been identified in Tasks 2 through 17, measures to mitigate those impacts will be identified, described, and analyzed to identify impacts for which there is no reasonable measure to totally mitigate an impact. 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;

- *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; and

- *Irreversible and Irretrievable Commitments of Resources* which summarizes the Proposed Project 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.