ACME FISH EXPANSION

DRAFT
SCOPE OF WORK FOR A DRAFT ENVIRONMENTAL IMPACT STATEMENT

CEQR NO. 20DCP009K

July 26, 2019

A. INTRODUCTION

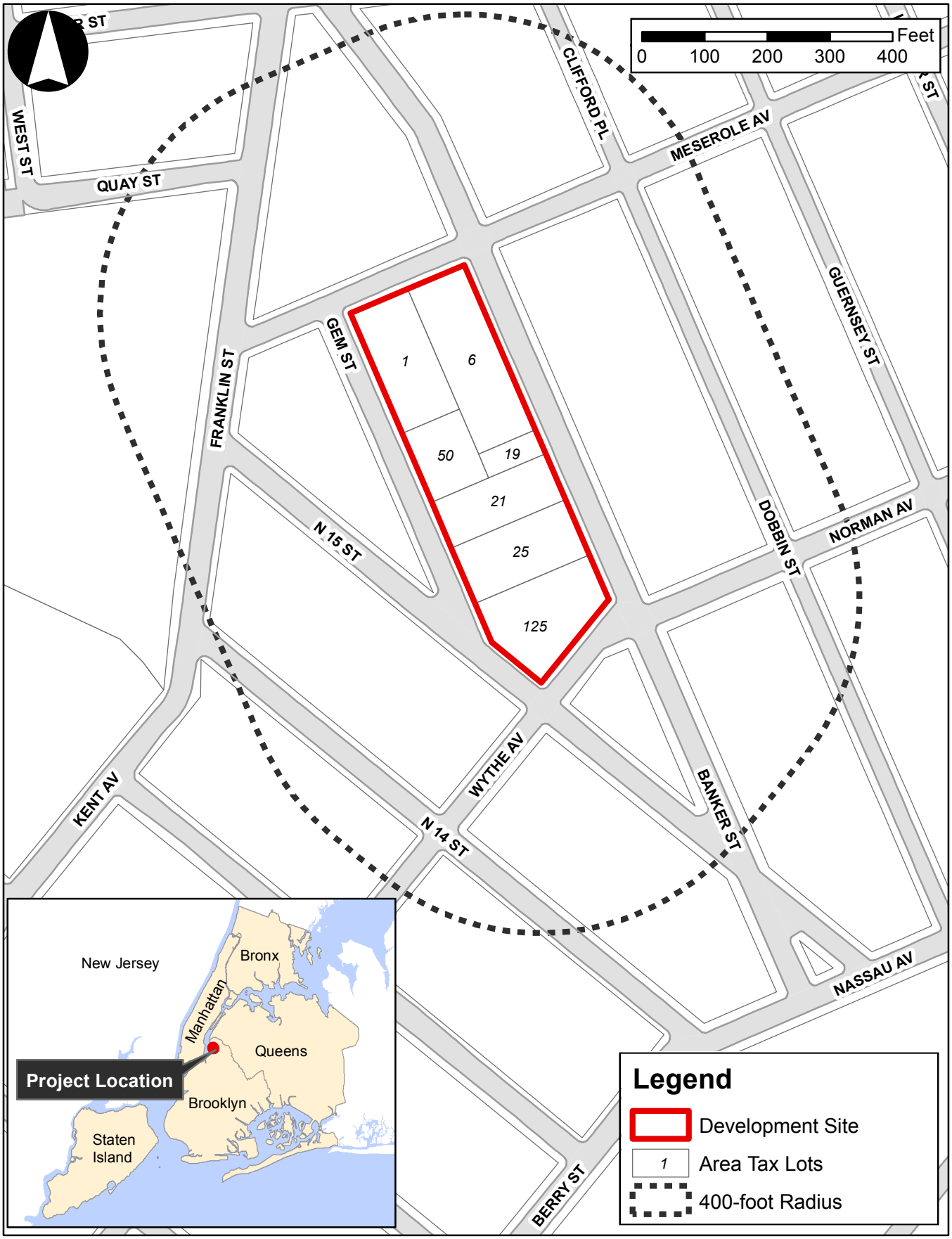
This Draft Scope of Work (Draft Scope) outlines the technical areas to be analyzed in the preparation of the Environmental Impact Statement (EIS) for the Acme Fish Expansion project in the Greenpoint neighborhood of Brooklyn Community District (CD) 1 (see **Figure 1** for project site location). The Development Site is comprised of Brooklyn Block 2615, Lots 1, 6, 19, 21, 25, 50, and 125 (a.k.a. the proposed rezoning area), comprising a total of 116,756 sf of lot area. The Development Site is the current home of the processing plant and smokehouse for Acme Smoked Fish, a New York City institution founded in 1905 and operated by four generations of the Caslow family. The Development Site also currently includes a stone supplier, and the field office and open storage for a utility construction company.

As described in the following section, RP Inlet, LLC (the "Applicant") seeks a zoning map amendment, zoning text amendment, and Large-Scale General Development (LSGD) special permits (the "Proposed Actions"). The Proposed Actions would facilitate a new development with approximately 637,250 gsf, comprised of (i) a new and improved 105,600 gsf Acme Smoked Fish processing facility, and (ii) 531,650 gsf of commercial office and retail space (including parking/loading/bike storage spaces). The Acme Smoked Fish processing facility would contain four stories with a maximum building height of approximately 74 feet. There would be a metal louver screen on the roof that is 25 feet high. The Acme Smoked Fish facility would be located on the northeastern portion of the block, fronting on Meserole Avenue and Banker Street. The commercial office/retail component of the Proposed Development would consist of nine stories, reaching a maximum of approximately 173 feet, occupying the remainder of the block. There would be a mechanical bulkhead and mechanical equipment screen on the roof that would be 25 feet tall. Although no parking spaces are required under the proposed zoning, up to approximately 150 off-street accessory parking spaces would be provided on the ground level, with curb-cut access via Gem Street. A total of five loading berths would be provided - two for Acme Smoked Fish, with access from Meserole Avenue, and three for the commercial building, with access from Banker Street. Acme Smoked Fish would have a curb cut for access to a compactor along Banker Street. The Proposed Development is also anticipated to include partially covered open areas at the southern portion of the Development Site, totaling approximately 25,800 sf.

It is expected that the Proposed Development would be constructed over an approximately 45-month period following approval of the Proposed Actions, with completion and full occupancy expected to occur by late 2024.

This document provides a description of the Proposed Actions and associated reasonable worst case development scenario (RWCDS), and includes task categories for all technical areas to be analyzed in the EIS.

Project Location





Development Site

Source: Google Earth Pro

Acme Fish Expansion

Figure 1b
Project Location - Aerial View

B. REQUIRED APPROVALS AND REVIEW PROCEDURES

Required Approvals

The Proposed Development would require discretionary actions that are subject to review under the Uniform Land Use Review Procedure (ULURP), Section 200 of the City Charter, and City Environmental Quality Review (CEQR) process. As described above, the Applicant seeks the following Proposed Actions:

1. A zoning map amendment to rezone the Development Site (Block 2615, Lots 1, 6, 19, 21, 25, 50, and 125) from M3-1 to M1-5.
2. A Large-Scale General Development (LSGD) special permit pursuant to Section 74-743(a)(2) of the Zoning Resolution of the City of New York ("ZR") to allow the Proposed Development to penetrate the required sky exposure plane and the required initial setback distance, allowing a building height in excess of the maximum allowable height under ZR 43-43.
3. Zoning text amendment to create Section 74-745(d) of the Zoning Resolution to allow, by special permit, modification of regulations applicable to the Development Site in Section 44-54 of the zoning resolution that require additional loading berths for buildings which contain wholesale, manufacturing or storage space as well as other permitted uses, than otherwise would be required if the uses were located in separate buildings.
4. LSGD special permit pursuant to proposed Section 74-745(d) to waive Section 44-54 of the Zoning Resolution for the Proposed Development, thereby reducing the required number of loading berths for the Proposed Development from seven to five.

The Applicant may also seek discretionary tax incentives from the New York Industrial Development Agency (IDA).

City Environmental Quality Review (CEQR) and Scoping

The Proposed Action is classified as a Type I Action, as defined under 6 NYCRR 617.4(b)(10), and is subject to environmental review in accordance with CEQR guidelines. An Environmental Assessment Statement (EAS) and Positive Declaration were issued on July 26, 2019 by the New York City Department of City Planning (DCP), as lead agency. DCP has determined that the Proposed Actions may result in significant adverse environmental impacts and directed that an Environmental Impact Statement (EIS) be prepared.

This Draft Scope for the preparation of an EIS contains a description of the Proposed Actions and the tasks that would be undertaken to analyze the potential environmental impacts of the Proposed Development. The issuance of the Draft Scope marks the beginning of the public comment period. The scoping process allows the public a voice in framing the scope of the EIS. The scoping document sets forth the analyses and methodologies that will be utilized to prepare the EIS. During the public comment period, those interested in reviewing the Draft Scope may do so and give their comments to the lead agency. The public, interested agencies, and elected officials, are invited to comment on the Draft Scope, either in writing or orally, at the public scoping meeting.

A public scoping meeting is scheduled to be held on Tuesday, August 27, 2019 starting at 4:00 PM at: Polish & Slavic Center at 176 Java Street, Brooklyn, NY 11222.

Comments received during the Scoping Meeting and written comments received up to ten days after the meeting – until 5:00 PM on September 6, 2019, will be considered and incorporated, as appropriate, into

the Final Scope of Work (Final Scope). The Final Scope will incorporate all relevant comments made on the Draft Scope and revise the extent or methodologies of the studies, as appropriate, in response to comments made during the CEQR scoping process. The EIS will be prepared in accordance with the resulting Final Scope.

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

C. PROJECT DESCRIPTION

Development Site

The Development Site (Block 2615 in its entirety) comprises approximately 116,756 square feet of lot area, and is bounded by Banker Street to the east, Wythe Avenue to the south, Gem and North 15th streets to the west, and Meserole Avenue to the north. It is the current home of the processing plant and smokehouse for Acme Smoked Fish, a New York City institution founded in 1905 and operated by four generations of the Caslow family. Acme Smoked Fish first opened their facility on Gem Street in 1954, and the facility was rebuilt in 1966 after a major fire. The Acme Smoked Fish facility continues to occupy the majority of the subject block. The existing buildings on the block mostly date from the 1920s and 1930s, but have undergone various alterations since the 1980s.

The Acme Smoked Fish facility currently occupies tax Lots 1, 21, 25, and 50 (64,151 of total lot area), comprising four interconnected 1- to 2-story buildings with a total of approximately 72,885 gsf of built floor area. The Development Site also includes Lot 6, which contains ABC Stone, a stone supplier occupying a 2-story building (approximately 21,500 gsf), which is currently in the process of moving out and is expected to relocate within the area. The Development Site also includes a single-story vacant building with approximately 3,800 gsf on Lot 19, and the field office and open storage for Corzo Contracting Company, a utility construction company that occupies the southern portion of the block (Lot 125).

The Development Site is currently zoned M3-1. M3 districts are designated areas for heavy industrial uses that generate noise, traffic, or pollutants. Typical uses include power plants, solid waste transfer facilities and recycling plants, and fuel supply depots. Uses with potential nuisance effects are required to conform to minimum performance standards. The maximum floor area ration (FAR) in M3 districts is 2.0, with a maximum base height before setback of 60 feet, and buildings are governed by the sky exposure plane, a virtual sloping plane that begins at a specified height above the street line and rises inward over the zoning lot at a ratio of vertical distance to horizontal distance set forth in district regulations. A building may not penetrate the sky exposure plane which is designed to provide light and air at street level. The Development Site was initially proposed for rezoning (from M3-1 to M1-2) as part of the 2005 Greenpoint-Williamsburg Rezoning; however, it was ultimately excluded from the rezoning area in response to comments received from Acme Fish Co. to facilitate the continued operation and expansion of their active business.

The Development Site is located within the Greenpoint-Williamsburg Industrial Business Zone IBZ (the "Greenpoint-Williamsburg IBZ"), which is discussed further in the following section.

Neighborhood Context

The area surrounding the Development Site is characterized by a wide variety of industrial, commercial, and residential land uses and various building types. The Development Site straddles the neighborhoods of Greenpoint and Williamsburg in Brooklyn, located a few blocks northeast of Bushwick Inlet Park, which is planned for expansion by NYC Parks in the future, and a block to the northwest of McCarren Park. Current land uses within a 400-foot radius reflect longstanding manufacturing and industrial buildings (some of which have been converted to commercial uses). Commercial uses can be found throughout the 400-foot radius, and include creative workspace, restaurants, retail, and studios. Some residential uses are also located within a 400-foot radius, largely concentrated on the block bounded by Calyer Street, Clifford Place, Meserole Avenue, and Banker Street. Beyond a 400-foot radius, the area to the northeast of the Development site is the residential neighborhood of Greenpoint, and to the south is the mixed office, industrial and residential neighborhood of Williamsburg. Although the Development Site is zoned M3-1, a district designated for heavy industries, it is surrounded by M1-2 and M1-1 zoning districts, which typically include light industrial uses and are often buffers between M2 or M3 districts and adjacent residential or commercial districts.

The surrounding Greenpoint-Williamsburg area has seen significant changes since 2005, including new hotel, office, and residential development. South of the Development Site, the Wythe Hotel (at 75 North 11th Street) opened in 2012, and Amazon developed a 40,000 gsf photo studio and office space at 35 Kent Avenue. Additionally, the eight story, approximately 405,156 gsf 25 Kent Avenue development is nearing completion three blocks to the south of the Development Site. 25 Kent Avenue was the first project in the City to establish and map an Industrial Business Incentive Area (IBIA) and apply for a special permit that incentivizes the construction of commercial and/or manufacturing buildings that allocate a portion of their floor area to certain light industrial uses in IBIAs.

As noted above, the Development Site is located within the Greenpoint-Williamsburg IBZ. The IBZ covers over twenty blocks (or portions thereof) in the Greenpoint and Williamsburg neighborhoods, and is generally bounded by Kent Avenue/Franklin Street to the west, Calyer Street and Meserole Avenue to the north, Banker, Dobbin, and Guernsey Streets to the east, and Nassau Ave/Berry Street and North 12th and North 13th Streets to the south. IBZs offer various incentives to prevent industrial uses from relocating outside of the City and represent a commitment by the City not to rezone these areas for residential uses. Within an IBZ, Industrial Business Solutions Providers offer industrial firms guidance accessing appropriate financial and business assistance programs, navigating and complying with regulatory requirements, developing workforces, and ensuring the neighborhood is well-maintained. The Industrial Business Solutions Provider for the Greenpoint-Williamsburg IBZ is Evergreen: Your North Brooklyn Business Exchange.

Area Transportation

The area surrounding the Development Site is served by several public transit options. The Nassau Avenue G subway station (located to the southeast at the intersection of Nassau and Manhattan avenues) is approximately 0.3 miles to the southeast of the Development Site and the Bedford Avenue L subway station (located to the south at the intersection of Bedford Avenue and North 7th Street) is approximately 0.6 miles from the Development Site. In addition, the B32 bus (connecting Williamsburg Bridge Plaza and Long Island City) runs along Franklin Street/Kent Avenue and Wythe Avenue, the B62 bus (connecting

Downtown Brooklyn/Fulton Mall and Long Island City) runs along Bedford and Driggs Avenues, and the B43 bus (connecting Lefferts Gardens/Prospect Park and Greenpoint) runs along Manhattan Avenue and Graham Avenue. The B32 bus also makes a wide variety of connections to other local bus lines along the Broadway commercial corridor in Brooklyn, including connections with the B24, B39, B46, B60, B62, Q54 and Q59 bus lines. The North Williamsburg stop on the NYC Ferry East River route is located less than 0.7 miles to the south of the Development Site at the western terminus of North 5th Street. There are two nearby CitiBike stations, at the corner of Banker Street and Meserole Avenue and at the corner of North 15th Street and Wythe Avenue. Taken together, these transit options provide access to the Development Site from much of North Brooklyn and beyond.

Description of the Proposed Actions

The Proposed Actions include a zoning map amendment, zoning text amendment, and Large-Scale General Development (LSGD) Special Permits. These actions are detailed below.

Zoning Map Amendment

The proposed zoning map amendment, which would rezone the proposed rezoning area from M3-1 to M1-5, would increase the permitted FAR from 2.0 to 5.0 for commercial and industrial uses (and up to 6.5 FAR for community facility uses), allowing for additional development of these uses than could be provided under existing conditions. As shown in **Figure 2**, the proposed rezoning area encompasses the entirety of the Development Site.

Zoning Text Amendment

The proposed zoning text amendment would create Section 74-745(d) of the Zoning Resolution to allow, by special permit, modification of regulations applicable to the Development Site in Section 44-54 of the zoning resolution that require additional loading berths for buildings which contain wholesale, manufacturing or storage space as well as other permitted uses, than otherwise would be required if the uses were located in separate buildings.

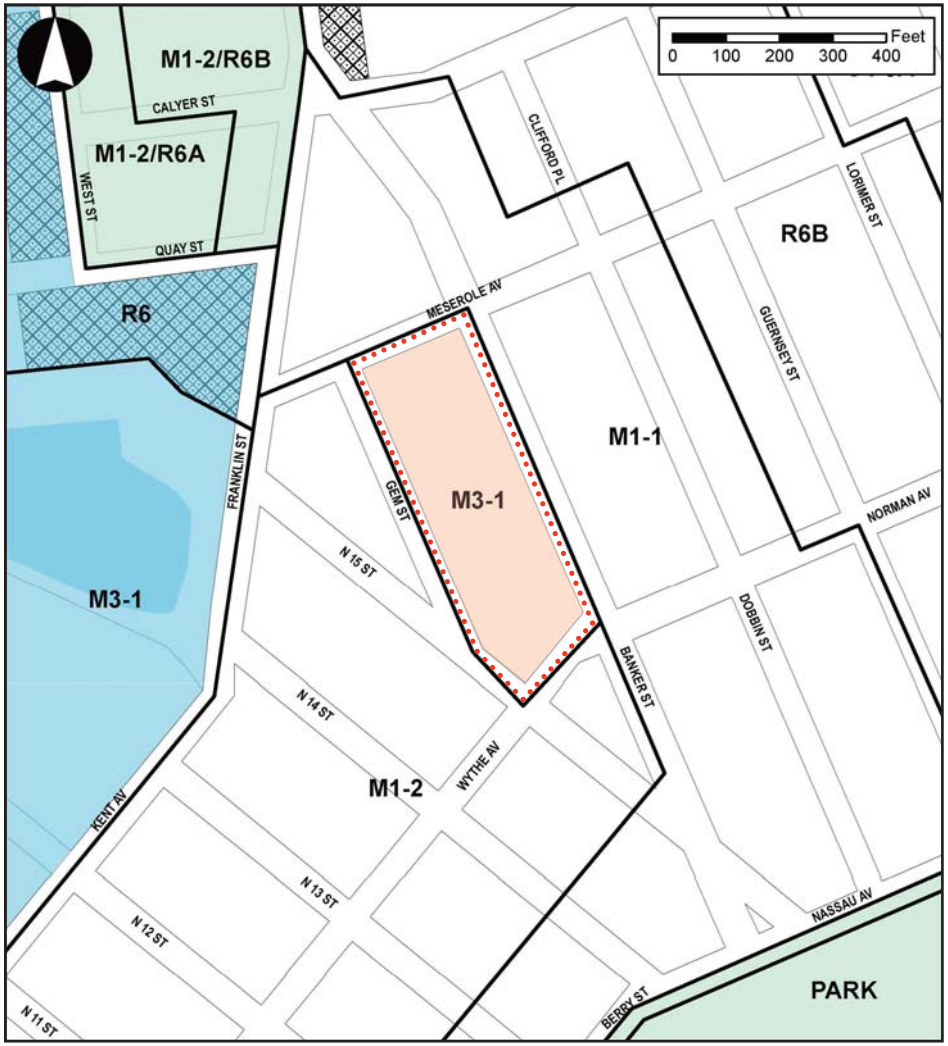
Large-Scale General Development (LSGD) Special Permits

Two LSGD special permits are being sought. The first LSGD special permit, pursuant to ZR Section 74-743(a)(2), is to allow the Proposed Development to penetrate the required sky exposure plane and the required initial setback distance allowing a building height of approximately 173 feet. The second LSGD special permit, pursuant to the new ZR Section 74-745(d), would allow the Proposed Development to waive ZR Section 44-54, reducing the required number of loading berths for the Proposed Development from seven to five (two for manufacturing, two for office and one for retail).

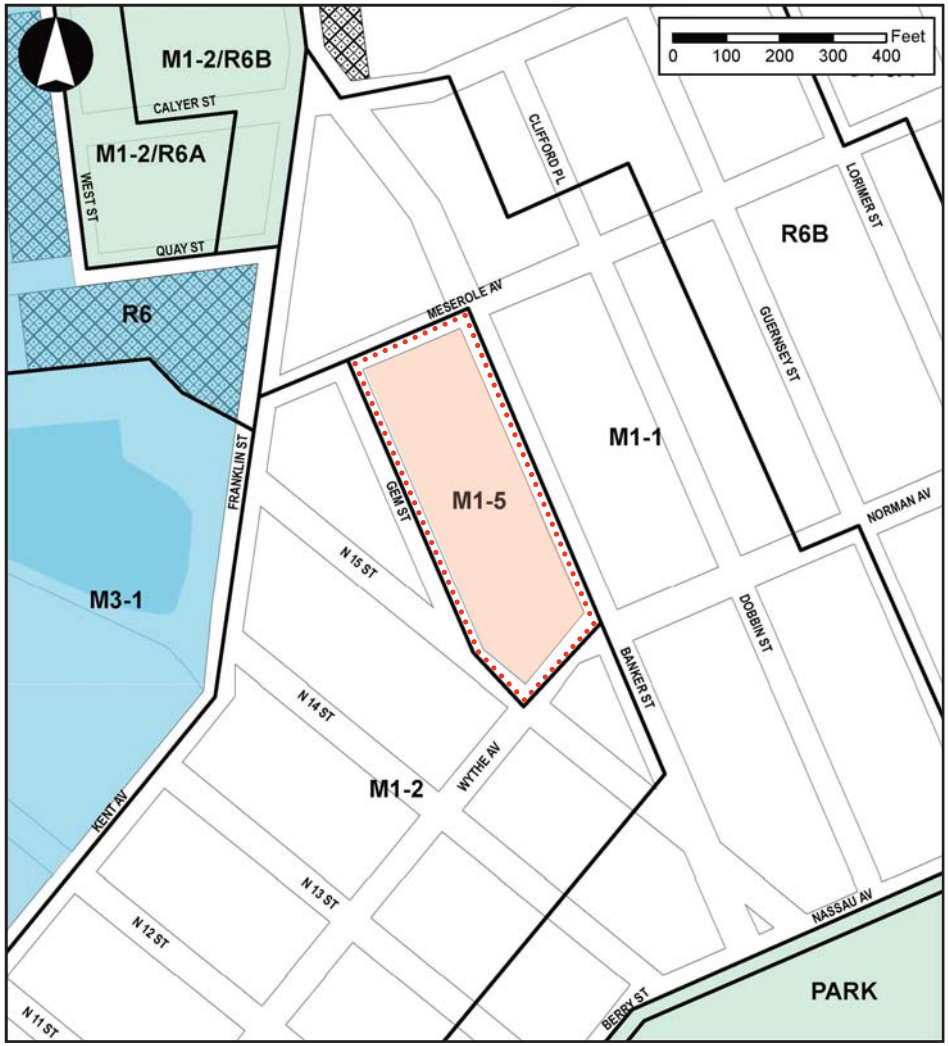
Both LSGD special permits would serve to promote better site planning and urban design on the Development Site, while allowing the new facility for Acme Smoked Fish to meet their programmatic and operational needs. Upon approval, the Applicant would enter into a Restrictive Declaration (RD), a legally binding mechanism tied to the Development Site that governs the provisions of the LSGD.

Other Potential Discretionary Approvals

The Applicant may also seek discretionary tax incentives from the NYCIDA for the commercial office component of the Proposed Development.



EXISTING ZONING



PROPOSED ZONING

Legend

- Development Site
- Proposed Rezoning Area
- M3-1 Zoning District Boundaries
- C2-4 Commercial Overlay
- Special Mixed Use District (MX-8)
- Waterfront Access Plan Area

Acme Fish Expansion

Figure 2
Proposed Zoning Map Change

Purpose and Need for the Proposed Actions

The existing Acme Smoked Fish facility on the Development Site poses a number of challenges, including limited capacity and an outdated plant. Moreover, advances in food safety require increased cost, and stretch the capabilities of the existing aging facility, and the level of investment required to upgrade the current facility would be cost-prohibitive. The only cost-effective and operationally acceptable solution to allow Acme Smoked Fish to remain in Greenpoint would be to construct a new flexible, purpose-built facility, while keeping the current plant operational. The proposed development seeks to enable the cost of a new state-of-the-art factory for Acme Smoked Fish to be offset by allowing a mix of complementary uses. Amending the zoning to facilitate the preservation of an existing industrial use while allowing greater commercial density would achieve this objective.

The Proposed Actions would help to create opportunities for uses, such as Acme Smoked Fish, that have limited siting opportunities, and maintain the light industrial and manufacturing character of the area while allowing a mix of other complementary uses that are permitted within the proposed M1-5 zoning district.

The proposed zoning map amendment is consistent with recently approved zoning actions in the surrounding area, including several Industrial Business Incentive Area (IBIA) Special Permits. The proposed floor area ratio (FAR) of 5.0 aligns with the 4.8 FAR available in the IBIA. The footprint constraints of providing a plaza is acknowledged in the IBIA Special Permit by increasing the height allowed on the remainder of the site. Similarly, the footprint required for the fish processing plant restricts the portion of the lot available to site the office component of the Proposed Development. Making space for the industrial use on the site (which cannot have an overbuild) forces the development of the commercial component of the project, which is necessary for the development's feasibility, to a height of 173 feet, slightly higher than the IBIA Special Permit allows for providing a plaza but consistent with the larger footprint needed for the processing plant. As proposed, the combined industrial/commercial Proposed Development is in keeping with the City's policy of encouraging the retention and expansion of industrial businesses, especially in IBZ areas, by providing increased commercial floor area and acknowledging the site constrains that such developments may entail.

The Proposed Development is expected to serve a variety of office uses in addition to the Acme Smoked Fish facility, encourage job creation in areas near transit, provide increased walk-to-work opportunities in Brooklyn CD 1, strengthen the economic base of the City, contribute to a diverse mix of business uses and employment in the area, and protect the City's tax revenues.

Furthermore, introducing additional commercial office space in Greenpoint would address a borough-wide need for more commercial office space. As demand for commercial space has increased in Brooklyn, substantial new commercial space has been created in Downtown Brooklyn, DUMBO, the Navy Yard, and Williamsburg over the past five years. This includes the approximately 1.2 million sf Dumbo Heights, a five-building complex in DUMBO, the approximately 400,000 sf Empire Stores development, also in DUMBO, as well as the approximately 1 million sf Building 77 renovation and the new approximately 675,000 sf Dock 72 building, both within the Brooklyn Navy Yard. Additional commercial development is also currently under construction, including the 25 Kent Avenue development, the approximately 700,000 sf Panorama project, a 5-building commercial complex in Columbia Heights, and the approximately 600,000 new building at 47 Hall Street near the Brooklyn Navy Yard, among others. The commercial office space facilitated by the Proposed Actions would contribute toward addressing this increasing demand for commercial space in Brooklyn, which is especially acute for firms seeking large floorplates.

Description of the Proposed Development

The Proposed Actions would allow the Applicant to construct a new development with approximately 637,250 gsf on the Development Site, comprised of (i) a new and improved 105,600 gsf Acme Smoked Fish processing facility, and (ii) 531,650 gsf of commercial office and retail space (including parking/loading/bike storage spaces). The Acme Smoked Fish processing facility would contain four stories with a base maximum building height of approximately 74 feet. There would be a metal louver screen on the roof that is 25 feet high. The Acme Smoked Fish facility would be located on the northeastern portion of the block, fronting on Meserole Avenue and Banker Street. The commercial office/retail component of the Proposed Development would consist of nine stories, reaching a maximum of approximately 173 feet, occupying the remainder of the block. There would be a mechanical bulkhead and mechanical equipment screen on the roof that would be 25 feet tall (refer to **Figure 3** for illustrative massing for the Proposed Development).

Although no parking spaces are required under the proposed zoning, up to approximately 150 off-street accessory parking spaces would be provided on the ground level, with access via Gem Street. A total of five loading berths would be provided - two for Acme Smoked Fish, with access from Meserole Avenue, and three for the commercial building, with access from Banker Street. Acme Smoked Fish would have a curb cut for access to a compactor along Banker Street (refer to **Figure 4** for preliminary ground floor plan). The Proposed Development is also anticipated to include partially covered open areas at the southern portion of the Development Site, totaling approximately 25,800 sf, of which approximately 14,400 would be open to the sky.

D. ANALYSIS FRAMEWORK FOR ENVIRONMENTAL REVIEW

The Proposed Actions would change the regulatory controls governing land use and development at the Development Site. The 2014 *CEQR Technical Manual* will serve as the general guide on the methodologies and impact criteria for evaluating the Proposed Actions' potential effects on the various environmental areas of analysis.

Analysis Year

Construction of the proposed development, according to the Applicant, would occur over an approximately 45-month period with an anticipated start date in late 2020 with all components complete and fully operational by late 2024. This build year was determined in consideration of the amount of time necessary for the Proposed Development site to reasonably be developed. The construction timeline for the Proposed Development is estimated at approximately 45 months, which would account for construction of the new Acme Smoked Fish facility adjacent to the existing facility in order to allow for continued operation. Once the new facility is constructed and occupied by Acme Smoked Fish (approximately 21 months' duration), the existing facility would be demolished and construction of the office component of the Proposed Development on the remainder of the site would be completed. With an anticipated approval date of 2020 and a 45-month construction period, and accounting for design finalization and DOB approvals, the Proposed Development is expected to be completed and fully occupied by 2024. Accordingly, a 2024 Build Year will be used for CEQR analysis purposes.

As the Proposed Development would be operational in 2024, its environmental setting is not the current environment, but the future environment. Therefore, the technical analyses and consideration of alternatives assess current conditions and forecast these conditions to the expected 2024 Build Year for

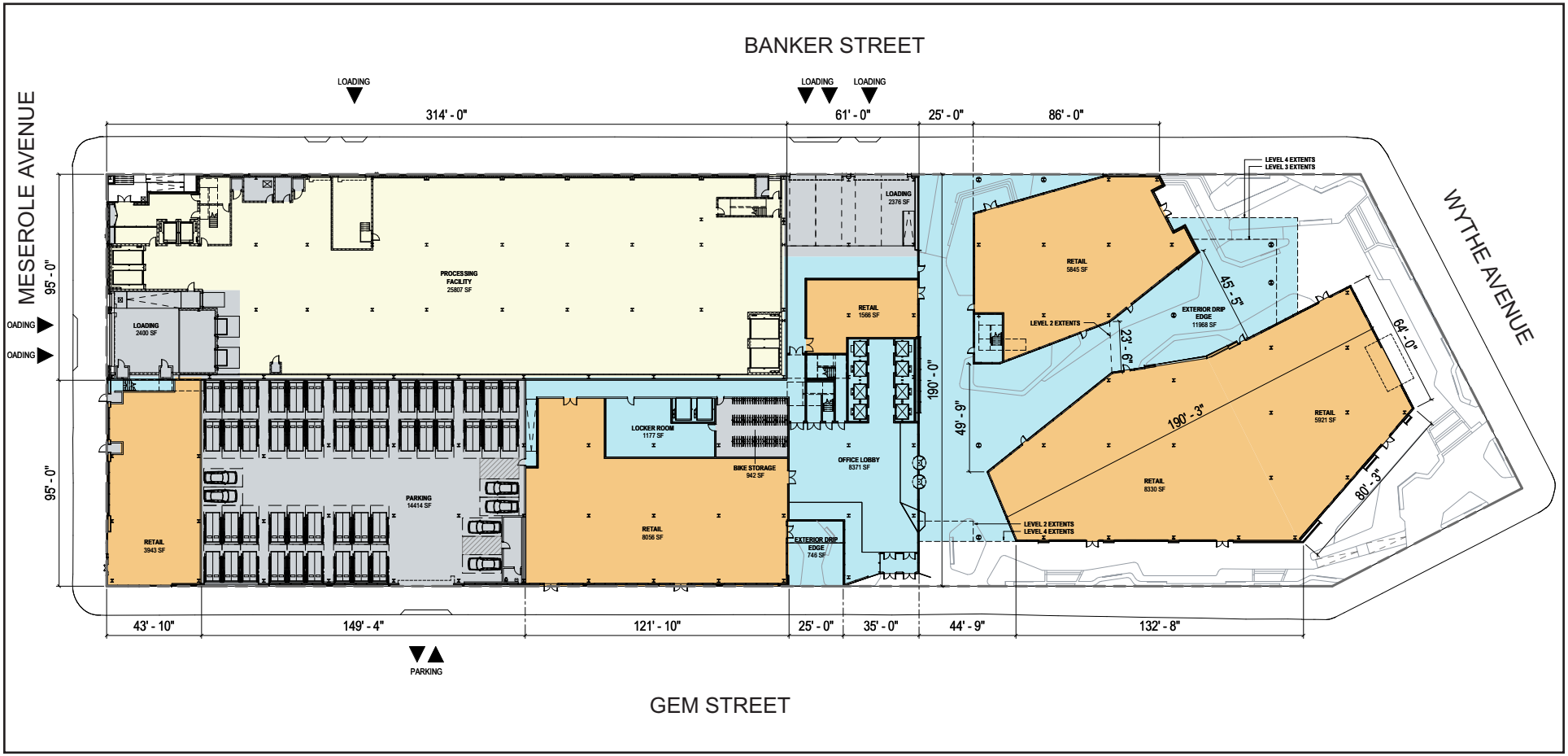
FOR ILLUSTRATIVE PURPOSES ONLY



Source: Gensler Architect

Acme Fish Expansion

Figure 3
Proposed Development Preliminary Rendering - Northwest Corner Looking Southeast



Source: Gensler Architect

Acme Fish Expansion

Figure 4
Proposed Development - Preliminary Ground Floor Plan

the purposes of determining potential impacts. Each chapter of the EIS will provide a description of the "Existing Condition" and assessment of future conditions without the Proposed Actions ("No-Action" condition) and with future conditions with the Proposed Actions ("With-Action" condition).

Reasonable Worst-Case Development Scenario (RWCDS)

In order to assess the possible effects of the Proposed Actions and resulting Proposed Development, a reasonable worst-case development scenario (RWCDS) was established for both the future without the Proposed Actions (No-Action) and the future with the Proposed Actions (With-Action) for an analysis year, or Build Year, of 2024. The incremental difference between the No-Action and With-Action conditions will serve as the basis of the impact category analyses. The Proposed Development described above, which would occupy the entire proposed rezoning area (a.k.a. the "Development Site"), would have a built FAR of approximately 5.0, and would therefore maximize the allowable commercial/manufacturing FAR of 5.0 under the proposed M1-5 zoning. In addition, the Proposed Actions include LSGD special permits, which would govern the bulk on the site based on the proposed development plans. For the above reasons, the Applicant's Proposed Development constitutes the With-Action RWCDS for the Build Year of 2024.

The Future Without the Proposed Actions (No-Action)

Under future conditions without the Proposed Actions, the existing M3-1 zoning would remain and the Proposed Development would not be constructed. It is anticipated that, without a new state-of-the-art purpose-built facility for its operations, Acme Smoked Fish would relocate outside of New York State and vacate its buildings on the site (Lots 1, 21, 25, and 50). Lot 6, which is currently occupied by ABC Stone, is also expected to be vacated in the No-Action, as the business is currently in the process of moving out. Based on existing and anticipated real estate market trends, existing structures and site conditions, and uses allowed by existing zoning, it is expected that those vacated buildings would be re-occupied. As such, the No-Action scenario assumes that Acme Smoked Fish's and ABC Stone's vacated buildings would be re-occupied by a mix of eating/drinking/entertainment establishments, creative office and warehouse uses. The vacant building on Lot 19, which is the smallest lot on the block, is assumed to be re-occupied by restaurant use in the No-Action. Finally, the No-Action scenario assumes that Lot 125, which currently accommodates parking and open storage, would be redeveloped with a new 3-story commercial building with distillery, office, dance studio and restaurant uses.

Overall, as shown in Table 1 below, the No-Action condition for the Development Site is assumed to consist of a total of 169,485 gsf, comprised of approximately 35,225 gsf of restaurant/entertainment uses, 66,750 gsf of creative office space, 28,610 gsf of warehousing spaces, and 17,500 gsf of industrial space (distillery), as well as an estimated 21,400 gsf of accessory parking (107 spaces).

The Future With the Proposed Actions (With-Action)

In the 2024 future with the Proposed Actions, the 116,756 sf Development Site would accommodate a new development with approximately 637,250 gsf (the "Proposed Development"), comprised of (i) a new and improved 105,600 gsf Acme Smoked Fish processing facility, and (ii) 531,650 gsf of commercial office and retail space (including parking/loading/bike storage spaces). The Acme Smoked Fish processing facility would contain four stories with a maximum building height of approximately 74 feet. There would be a metal louver screen on the roof that is 25 feet high. The Acme Smoked Fish facility would be located on the northeastern portion of the block, fronting on Meserole Avenue and Banker Street. The commercial office/retail component of the Proposed Development would consist of nine stories, reaching a maximum of approximately 173 feet, occupying the remainder of the block. There would be a mechanical bulkhead

and mechanical equipment screen on the roof that would be 25 feet tall. Although no parking spaces are required under the proposed zoning, up to approximately 150 off-street accessory parking spaces would be provided on the ground level, with access via Gem Street. A total of five loading berths would be provided - two for Acme Smoked Fish, with access from Meserole Avenue, and three for the commercial building, with access from Banker Street. Acme Smoked Fish would have a curb cut for access to a compactor along Banker Street. The Proposed Development is also anticipated to include partially covered open areas at the southern portion of the Development Site, totaling approximately 25,800 sf.

Increment for Analysis

Table 1 below provides a comparison of the No-Action and With-Action scenarios identified for analysis purposes. As shown, the incremental (net) change that would result from the Proposed Actions is an increase of approximately 88,100 gsf of industrial space, 413,650 gsf of office space, 36,850 gsf of retail space, and 43 accessory parking spaces, and a decrease of approximately 35,225 gsf of restaurant/ entertainment space and 28,610 gsf of warehouse space, compared to No-Action conditions. As also shown in Table 1, the Proposed Actions are estimated to result in a net increase of approximately 1,754 workers on the Development Site compared to No-Action condition.

TABLE 1
Comparison of No-Action and With-Action Development Scenarios

Use	No-Action Scenario [gsf]	With-Action Scenario [gsf]	Increment
Industrial/Manufacturing[1]	17,500	105,600	**+ 88,100 gsf**
Office	66,750	480,400	**+ 413,650 gsf**
Local Retail	--	36,850	**+ 36,850 gsf**
Restaurant/Entertainment	35,225	--	**- 35,225 gsf**
Warehousing	28,610	--	**- 28,610 gsf**
Parking	107 spaces (21,400 gsf)	150 spaces (14,400 gsf)	**+ 43 spaces (-7,000 gsf)**
Employment[2]	**No-Action Scenario**	**With-Action Scenario**	**Increment**
Workers	422	2,176	**+ 1,754**

Notes:
[1] Industrial/Manufacturing uses include some accessory office and retail spaces.
[2] Employee numbers for Acme Smoked Fish provided by Applicant (approximately 169 current employees, and 140 on-site employees with the Proposed Action, including office staff). For other No-Action and proposed uses, estimates based on 1 employee per 1,000 sf for industrial/warehousing, 1 employee per 250 sf of office space, 3 employees per 1,000 sf of retail/restaurant space, and 1 employee per 50 parking spaces.

E. PROPOSED SCOPE OF WORK FOR THE EIS

Because the Proposed Development would affect various areas of environmental concern and was found to have the potential for significant adverse impacts, pursuant to the EAS and Positive Declaration, an Environmental Impact Statement (EIS) will be prepared for the Proposed Actions that will analyze all technical areas of concern.

The EIS will be prepared in conformance with all applicable laws and regulations, including 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 of Procedure for CEQR, found at Title 62, Chapter 5 of the Rules of the City of New York. The EIS will follow the guidance of the 2014 *CEQR Technical Manual*, and will contain:

- A description of the Proposed Development and its environmental setting;

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

Based on the conclusions of the EAS, in accordance with the *CEQR Technical Manual*, the following environmental areas would not warrant assessment in the EIS: community facilities, natural resources, solid waste and sanitation services, and energy. All other CEQR technical areas warrant assessment and would therefore be included in the EIS. The specific technical areas to be included in the EIS, as well as their respective tasks and methodologies, are described below.

Task 1. Project Description

The first chapter of the EIS introduces the reader to the discretionary actions required to facilitate the Proposed Development, and sets the context in which to assess impacts. This chapter contains a description of the Proposed Actions, Proposed Development, proposed Development Site including background and/or history; a statement of the purpose and need for the Proposed Actions; key planning considerations that have shaped the current proposal; and discussion of the approvals required, procedures to be followed, and the role of the EIS in the process. In addition, the Project Description chapter will present the planning background and rationale for the actions being proposed and summarize the RWCDS for analysis in the EIS.

This chapter provides a baseline for understanding the Proposed Development and its potential for impacts, and gives the public and decision-makers a base from which to evaluate the Proposed Actions against the future condition absent the requested actions. The section on approval procedures will explain the ULURP process, its timing, and hearings before the Community Board, the Borough President's office, the 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 described.

Task 2. Land Use, Zoning, and Public Policy

This chapter will analyze the potential impacts of the Proposed Actions on land use, zoning, and public policy, pursuant to the methodologies presented in the *CEQR Technical Manual*. Under CEQR, a land use analysis characterizes the uses and development trends in the area that may be affected by a proposed project, describes the public policies that guide development in the area, and determines whether a proposed project is compatible with those conditions and consistent with these policies. In addition to considering the Proposed Actions' effects in terms of land use compatibility and trends in zoning and public policy, this chapter will also provide a baseline for other analyses.

The primary land use study area will consist of the Development Site, where the potential effects of the Proposed Actions would be directly experienced. The secondary land use study area would include the

neighboring areas within a 400-foot radius from the Development Site, as shown in **Figure 5**, which could experience indirect impacts. The analysis will include the following subtasks:

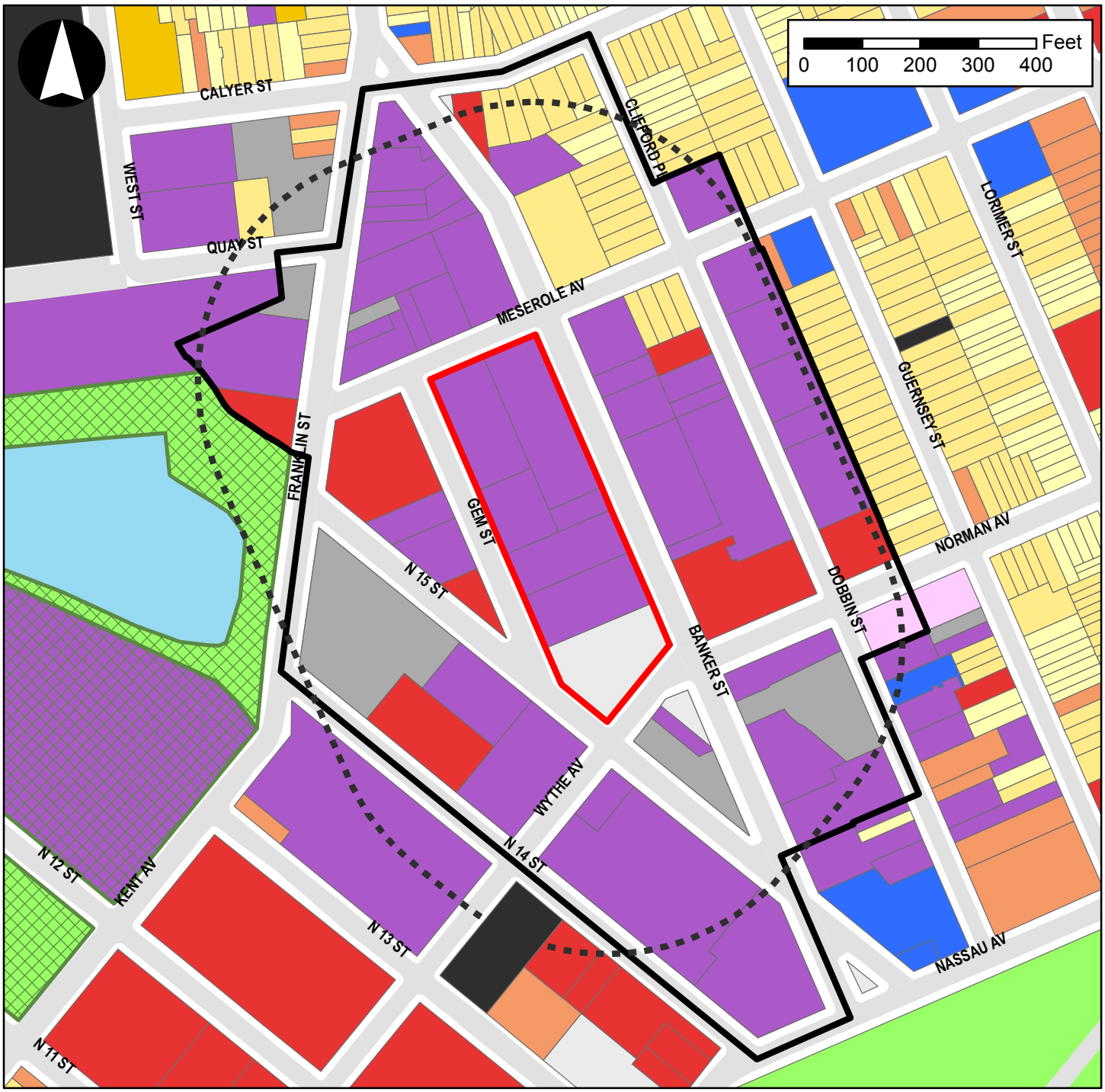
- Provide a brief development history of the Development Site and surrounding (secondary) study area.
- Provide a description of land use, zoning, and public policy in the study areas discussed above. Recent trends in the area will be noted. Other public policies that apply to the study areas will also be described, including the Greenpoint-Williamsburg Industrial Business Zone (IBZ). In addition, as the Development Site falls within the boundaries of the City's Coastal Zone, an assessment of the Proposed Actions' consistency with the City's Waterfront Revitalization Program (WRP) will be prepared.
- Based on field surveys and prior studies, identify, describe, and graphically portray predominant land use patterns for the balance of the study area. Describe recent land use trends in the study areas and identify major factors influencing land use trends.
- Describe and map existing zoning and recent zoning actions in the study areas.
- Prepare a list of future development projects in the study areas that are expected to be constructed by the 2024 analysis year and may influence future land use trends. Also, identify pending zoning actions or other public policy actions that could affect land use patterns and trends in the study areas. Based on these planned projects and initiatives, assess future land use and zoning conditions without the Proposed Actions (No-Action condition).
- Describe the Proposed Actions and provide an assessment of the impacts of the resultant Proposed Development on land use and land use trends, zoning, and public policy. Consider the effects of the Proposed Actions related to issues of compatibility with surrounding land use, consistency with public policy initiatives, and the effect on development trends and conditions in the area.

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.

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, pursuant to the *CEQR Technical Manual*. As determined in the EAS, the Proposed Actions do not warrant an assessment of socioeconomic conditions with respect to direct or indirect residential displacement. As also determined in the EAS, the Proposed Actions would not result in development that would exceed the *CEQR Technical Manual* analysis threshold of 100 displaced employees, and therefore, would not have the potential to result in significant adverse impacts due to direct business/institutional displacement. The Proposed Actions would also not warrant assessment of indirect business displacement due to market saturation, or adverse effects on specific industries.

The Proposed Actions would result in a net increase of more than 200,000 gsf of new commercial development, which is the *CEQR Technical Manual* threshold for assessing the potential indirect business displacement effects of a project. Therefore, an assessment of indirect business displacement will be



Legend

- Primary Study Area (Development Site)
- 400-Foot Radius
- Secondary Study Area
- Future Bushwick Inlet Park

Land Use

- One & Two Family Buildings
- Multi-Family Walkup Buildings
- Multi-Family Elevator Buildings
- Mixed-Use Buildings
- Commercial/Office Buildings
- Industrial/Manufacturing
- Transportation/Utility
- Public Facilities & Institutions
- Open Space
- Parking Facilities
- Vacant Land
- All Others or No Data

provided in the EIS. The assessment will begin with a preliminary assessment to determine whether a detailed analysis is necessary, in conformance with the *CEQR Technical Manual* guidance. Detailed analyses will be conducted for those areas in which the preliminary assessment cannot definitively rule out the potential for significant adverse impacts. The detailed assessments will be framed in the context of existing conditions and evaluations of the Future No-Action and With-Action conditions in 2024, including any population and employment changes anticipated to take place by the analysis year of the Proposed Actions.

Indirect Business Displacement Due to Increased Rents

The indirect business displacement analysis is to determine whether the Proposed Actions may introduce trends that make it difficult for those businesses that provide products or services essential to the local economy, or those subject to regulations or publicly adopted plans to preserve, enhance, or otherwise protect them, to remain in the area. The purpose of the preliminary assessment is to determine whether a proposed action has potential to introduce such a trend. The Proposed Actions would introduce approximately 517,250 gsf of new commercial uses to the area, which exceeds the analysis threshold of 200,000 gsf for "substantial" new development warranting a preliminary assessment. The preliminary assessment will entail the following subtasks:

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

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

Task 4. Open Space

If a project may add population to an area, demand for existing open space facilities would typically increase. Indirect effects may occur when the population generated by the Proposed Actions would be sufficiently large to noticeably diminish the ability of an area's open space to serve the future population. The Development Site is an area identified as underserved (based on maps provided in the Open Space appendix of the 2014 *CEQR Technical Manual*), and the Proposed Development would introduce approximately 1,754 additional workers to the area, compared to the No-Action condition, which exceeds

the worker analysis threshold of 125. Therefore, an assessment of nonresidential open space is warranted and will be provided in the EIS.

The open space analysis will consider passive open space resources within a nonresidential (0.25-mile radius) study area. The study area will generally comprise those census tracts that have 50 percent or more of their area located within the 0.25-mile radius of the Development Site, as recommended in the *CEQR Technical Manual*. The resultant open space study area is shown in **Figure 6**.

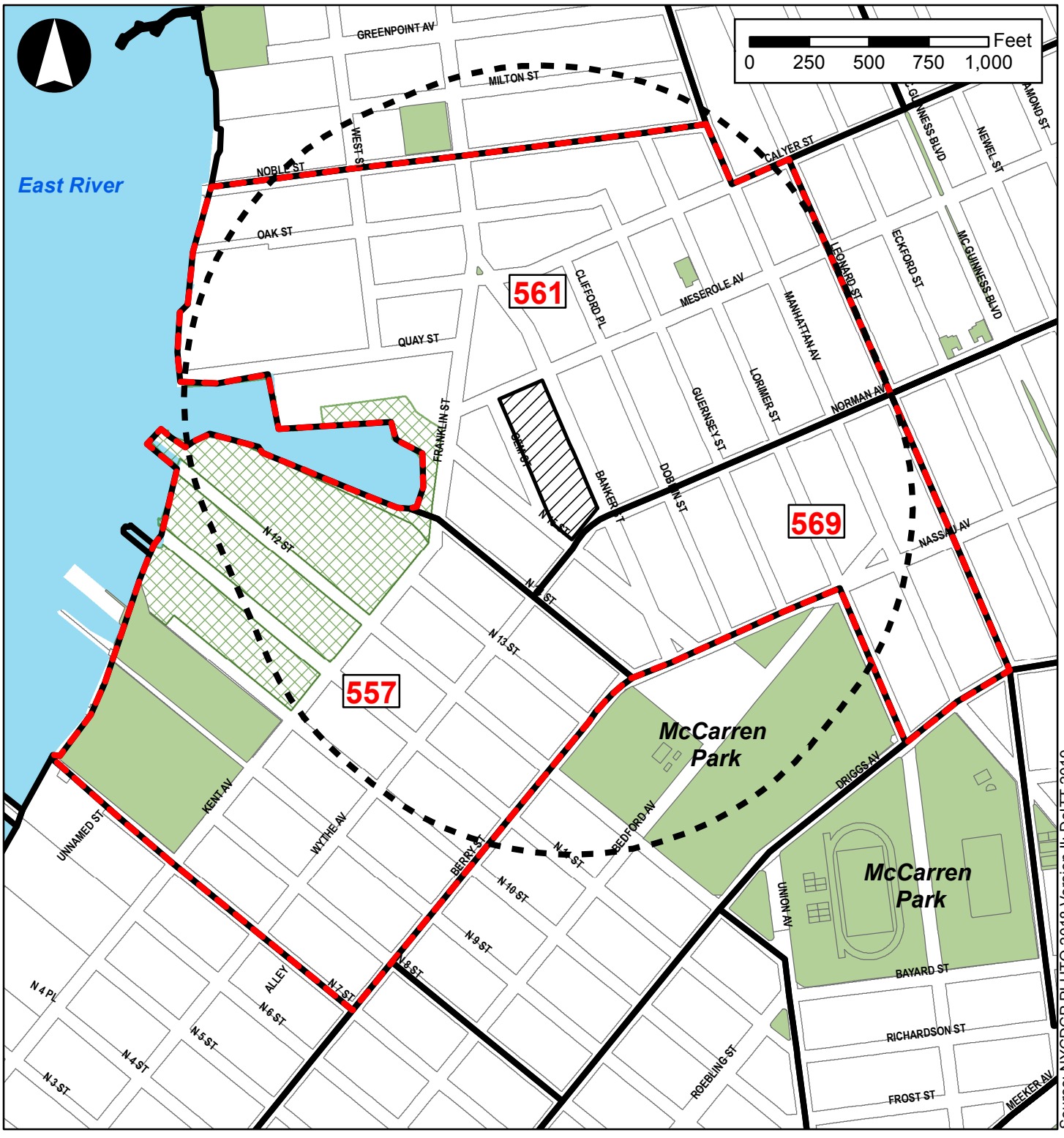
The detailed open space analysis in the EIS will include the following subtasks:

- Characteristics of worker/daytime open space users will be determined. The number of employees and daytime workers in the study area will also be calculated based on the latest available reverse journey-to-work census data.
- Existing open spaces within the ¼-mile open space study area will be inventoried and mapped. The condition and usage of existing facilities will be described based on the inventory and field visits. Acreages of these facilities will be determined and the total study area acreages will be calculated. The percentage of passive and active open space will also be calculated.
- Based on the inventory of facilities and study area populations, a passive open space ratio will be calculated for the worker population and compared to City guidelines to assess adequacy. Passive open space ratios are expressed as the amount of passive open space acreage per 1,000 non-residential population.
- Expected changes in future levels of open space supply and demand in the 2024 analysis year will be assessed, based on other planned development projects within the open space study area. Any new open space or recreational facilities that are anticipated to be operational by the analysis year will also be accounted for. The passive open space ratio will be calculated for future No-Action conditions and compared with the exiting ratio to determine the change in future levels of adequacy.
- Effects on open space supply and demand resulting from the increased worker population associated with the Proposed Development will be assessed. The assessment of the Proposed Actions' impacts will be based on a comparison of the passive open space ratio for the future No-Action versus future With-Action conditions. In addition to the quantitative analysis, a qualitative analysis will be performed to determine if the changes resulting from the Proposed Actions constitute a substantial change (positive or negative) or an adverse effect to open space conditions. The qualitative analysis will assess whether or not the study area is sufficiently served by passive open space, given the capacity, condition, and distribution of open space, and the profile of the study area population.

Task 5. Shadows

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

Open Space Study Area



Source: NYCDCP PLUTO 2018 Version II; DoITT 2019

Legend

- Development Site
- Quarter-Mile Radius
- 561 2010 Census Tracts
- Open Space Study Area
- Open Space
- Future Bushwick Inlet Park

The Proposed Development would result in buildings taller than 50 feet, and the Development Site is in the vicinity of the Greenpoint Historic District and the planned expansion of Bushwick Inlet Park. Therefore, a shadows assessment is warranted to determine the extent, duration, and effects of any potential incremental new shadows on any sunlight-sensitive resources in the vicinity of the Development Site. The shadows assessment will follow the methodology described in the *CEQR Technical Manual*, and will include the following:

- A preliminary shadows screening assessment will be prepared to ascertain whether shadows from the Proposed Development 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 Proposed Development, which is defined as 4.3 times the height of a structure (the longest shadow that would occur on December 21, the winter solstice), pursuant to the *CEQR Technical Manual*. A base map that illustrates the location of the Proposed Development 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 Proposed Development due to the path of the sun across the sky, 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 Proposed Development, a Tier 3 Screening Assessment will be conducted. The Tier 3 Screening Assessment will determine if shadows resulting from the Proposed Development can reach a sunlight-sensitive resource through the use of three-dimensional computer modeling software with the capacity to accurately calculate shadow patterns. The model will include a three-dimensional representation of the sunlight-sensitive resource(s), a three-dimensional representation of the Proposed Development, and a three-dimensional representation of the topographical information within the area to determine the extent and duration of new shadows that would be cast on sunlight-sensitive resources as a result of the Proposed Development.
- If the screening analysis does not rule out the possibility that project-generated shadows would reach any sunlight-sensitive resources, a detailed analysis of potential shadow impacts on publicly-accessible open spaces and/or sunlight-sensitive historic resources resulting from the Proposed Development will be provided in the EIS. The detailed shadow analysis will establish a baseline condition (No-Action), which will be compared to the future condition resulting from the Proposed Development (With-Action) to illustrate the shadows cast by existing or future buildings and distinguish the additional (incremental) shadow cast by the Proposed Development. The detailed analysis will include the following tasks:
    - The analysis will be documented with graphics comparing shadows resulting from the No-Action condition with shadows resulting from the Proposed Development, with incremental shadow highlighted in a contrasting color.
    - A summary table listing the entry and exit times and total duration of incremental shadow on each applicable representative day for each affected resource will be provided.
    - The significance of any shadow impacts on sunlight-sensitive resources will be assessed based on CEQR criteria.

Task 6. Historic and Cultural Resources (Architectural)

According to the *CEQR Technical Manual*, a historic and cultural resources assessment is required if a project would have the potential to affect either archaeological or architectural resources. As determined in the EAS, the Proposed Actions do not warrant an assessment of 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 in the immediate proximity of the Development Site, the 400-foot radius intersects with the southernmost boundary of the Greenpoint Historic District. Therefore, an assessment of historic architectural resources will be included in the EIS. Impacts on architectural resources are considered on the affected site and in the area surrounding identified development sites. The architectural resources study area is therefore defined as the proposed Development Site, plus a 400-foot radius, as per the guidance provided in the *CEQR Technical Manual*. In consultation with LPC and consistent with the guidance of the *CEQR Technical Manual*, designated architectural resources in the study area will be identified and mapped. The EIS will assess the potential impacts of the Proposed Actions on any identified architectural resources, including visual and contextual changes as well as any direct physical impacts. Potential impacts will be evaluated through a comparison of the future No-Action condition and future With-Action condition, and a determination made as to whether any change would alter or eliminate the significant characteristics of the resource that make it important.

Task 7. Urban Design and Visual Resources

Urban design is the totality of components that may affect a pedestrian's experience of public space. An assessment of urban design and visual resources is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning. When an action would potentially obstruct view corridors, compete with icons in the skyline, or would result in substantial alterations to the streetscape of the neighborhood by noticeably changing the scale of buildings, a more detailed analysis of urban design and visual resources would be appropriate. As the Proposed Actions would allow higher density on the Development Site, a preliminary 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 (delineated by a 400-foot radius from the Development Site boundary). For visual resources, the view corridors within the study area from which such resources are publicly viewable will be identified. The preliminary assessment will consist of the following:

- Based on field visits, the 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, the changes expected in the urban design and visual character of the study area due to known development projects in the future No-Action condition will be described.
- Potential changes that could occur in the urban design character of the study area as a result of the Proposed Actions will be described. For the Development Site, the analysis will focus on the Proposed Development's massing, as well as elements such as streetwall height, setback, and building envelope. Photographs and/or other graphic material will be utilized, where applicable, to assess the potential effects on urban design and visual resources, including view of/to resources of visual or historic significance and a three-dimensional representation of the future With-Action condition streetscape.

If warranted based on the preliminary assessment, a detailed urban design and visual resources analysis would be prepared in accordance with *CEQR Technical Manual* guidance. Examples of projects that may require a detailed analysis are those that would make substantial alterations to the streetscape of a neighborhood by noticeably changing the scale of buildings, potentially obstruct view corridors, or compete with icons in the skyline, as described in the *CEQR Technical Manual*. The detailed analysis would describe the Development Site and the urban design and visual resources of the surrounding area. The analysis would describe the potential changes that could occur to urban design and visual resources in the future with the Proposed Actions, in comparison to the future without the Proposed Actions, focusing on the changes that could negatively affect a pedestrian's experience of the area.

Task 8. Hazardous Materials

A hazardous materials assessment determines whether a proposed action may increase the exposure of people or the environment to hazardous materials and, if so, whether this increased exposure would result in potential significant public health or environmental impacts. The potential for significant impacts related to hazardous materials can occur when: a) elevated levels of hazardous materials exist on a site and the project would increase pathways to human or environmental exposure; b) a project would introduce new activities or processes using hazardous materials and the risk of human or environmental exposure is increased; or c) the project would introduce a population to potential human or environmental exposure from off-site sources.

The hazardous materials chapter will examine the potential for significant hazardous materials impacts from the Proposed Actions. As part of the hazardous materials task, a Phase I Environmental Site Assessment (ESA) will be prepared for the Development 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 Development 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(s) conducted for the Development 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, including any New York City Department of Environmental Protection (DEP) recommendations, will be provided in the EIS. If necessary, measures to avoid or reduce potential significant adverse impacts will be identified and discussed in the EIS. Any requirements will be memorialized by a hazardous materials (E) designation placed on the applicable block and lot(s) pursuant to Section 11-15 of the New York City Zoning Resolution and the (E) Rules. The EIS would include (E) designation language describing the requirements that would apply.

Task 9. Water and Sewer Infrastructure

The water and sewer infrastructure assessment determines whether a proposed action may adversely affect the City's water distribution or sewer system and, if so, assess the effects of such actions to determine whether their impact is significant. The *CEQR Technical Manual* outlines thresholds for analysis of an action's water demand and its generation of wastewater and stormwater. As described in the EAS for the Proposed Actions, an analysis of the City's water supply is not warranted as the Proposed Development would not result in a demand of more than one million gallons per day (gpd) and the Development Site is not located in an area that experiences low water pressure. However, water demand estimates will be provided in the EIS to inform the wastewater and stormwater conveyance and treatment analysis.

The threshold of preliminary wastewater and stormwater analysis for projects in Brooklyn with combined sewers is 400 dwelling units or 150,000 sf of commercial space or more. As the Proposed Development would include approximately 656,554 of non-residential space, an assessment of wastewater and stormwater conveyance systems is required. The water and sewer infrastructure analysis will consider the potential for significant adverse impacts resulting from the Proposed Development. DEP will be consulted in preparation of this assessment.

Water Supply

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

Wastewater and Stormwater Infrastructure

- The appropriate study area for the assessment will be established in accordance with the guidance of the *CEQR Technical Manual* and in consultation with DEP. The Proposed Development's directly affected area is primarily located within the service area of the Newtown Creek Wastewater Treatment Plant (WWTP).
- The existing stormwater drainage system and surfaces (pervious or impervious) on the Development Site will be described, and the amount of stormwater generated on the site will be estimated using DEP's volume calculation worksheet.
- The existing sewer system serving the Development Site will be described based on records obtained from DEP. The existing flows to the Newtown Creek 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 Development will be assessed to determine the Proposed Development's potential to result in impacts. Changes to the Development 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.
- Sanitary sewage generation for the Development 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 Newtown Creek WWTP.

A more detailed assessment may be required if increased sanitary or stormwater discharges from the Proposed Development 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 in coordination with DEP and DCP.

Task 10. Transportation

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

Travel Demand and Screening Assessment

A detailed travel demand forecast (a Level 1 screening assessment) will be prepared for the Proposed Development using standard sources, including the *CEQR Technical Manual*, U.S. census data, previously-approved studies, and other references. The travel demand forecast will provide the numbers of person and vehicle trips by peak hour and mode of travel, including the number of trips by transit and the numbers of pedestrians traversing the area's sidewalks, corner areas, and crosswalks. The results of this forecast will be summarized in a Transportation Planning Factors and Travel Demand Forecast (TPF/TDF) technical memorandum for review and concurrence by the lead agency. Detailed vehicle and pedestrian trip assignments (a Level 2 screening assessment) will be prepared based on the results of the Proposed Development's travel demand forecast to identify the intersections and pedestrian elements for quantified analysis.

Traffic

As the Proposed Development would exceed the minimum development density screening thresholds for a transportation analysis specified in Table 16-1 of the *CEQR Technical Manual*, a travel demand forecast will be prepared to determine if the Proposed Development would generate 50 or more incremental vehicle trips in any peak hour. If the Proposed Actions are found to generate 50 or more incremental vehicle trips per hour, specific intersections to be included for analysis will be identified in consultation with the lead agency based upon the assignment of project-generated traffic and the *CEQR Technical Manual* analysis threshold of 50 additional vehicle trips per hour. Known congested locations will also be considered.

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

- Conduct a count program for traffic analysis locations that includes a mix of automatic traffic recorder (ATR) machine counts and intersection turning movement counts. If needed, vehicle classification counts and travel time studies (speed runs) will be conducted to provide supporting data for air quality and noise analyses. Turning movement count data will be collected at each analyzed intersection during the weekday AM and PM peak hours, and will be supplemented by a minimum of three weekdays of continuous ATR counts. Vehicle classification count data will be collected during each peak hour at several representative intersections along each of the principal corridors in the study area. The turning movement counts and vehicle classification counts will be conducted concurrently with the ATR counts. Where applicable, available information from recent studies in the vicinity of the

study area will be compiled, including data from such agencies as the New York City Departments of Transportation (DOT) and City Planning (DCP).

- Inventory physical data at each of the analysis intersections, including street widths, number of traffic lanes and lane widths, pavement markings, turn prohibitions, bicycle routes and curbside parking regulations. Signal phasing and timing data for each signalized intersection included in the analysis will be obtained from DOT.
- Determine existing traffic operating characteristics at each analyzed intersection including capacities, volume-to-capacity (v/c) ratios, average vehicle delays, and levels of service (LOS) per lane group, per intersection approach, and per overall intersection. This analysis will be conducted using the 2000 Highway Capacity Manual (HCM) methodology with the latest approved Highway Capacity Software (HCS).
- Based on available sources, U.S. Census data and standard references including the *CEQR Technical Manual*, estimate the demand from other major developments planned in the vicinity of the Development Site by the 2024 analysis year. This will include total peak hour person and vehicular trips, and the distribution of trips by auto, taxi, and other modes. A truck trip generation forecast will also be prepared based on data from the *CEQR Technical Manual* and previous relevant studies. Mitigation measures accepted for all No-Action projects as well as other DOT initiatives will be included in the future No-Action network, as applicable.
- Compute the future 2024 No-Action traffic volumes based on approved background traffic growth rates for the study area (0.5 percent per year) and demand from major development projects expected to be completed in the future without the Proposed Actions. Incorporate any planned changes to the roadway system anticipated by 2024, and determine the No-Action v/c ratios, delays, and levels of services at analyzed intersections.
- Using Census data, standard references including the *CEQR Technical Manual*, data provided by Acme Smoked Fish on their projected future operations, and data from previous studies, develop a travel demand forecast for the Development Site based on the net change in uses compared to the No-Action condition. For each analyzed peak hour, determine the net change in vehicle trips expected to be generated by the Proposed Actions as described in the TPF/TDF technical memorandum. Assign the net project-generated trips in each analysis period to likely approach and departure routes, and prepare traffic volume networks for the 2024 future with the Proposed Actions condition for each analyzed peak hour.
- Determine the v/c ratios, delays, and LOS at analyzed intersections for the With-Action condition and identify significant adverse traffic impacts in accordance with *CEQR Technical Manual* criteria.
- Identify and evaluate potential traffic mitigation measures, as appropriate, for all significantly impacted locations in the study area in consultation with the lead agency and DOT. Potential traffic mitigation could include both operational and physical measures such as changes to lane striping, curbside parking regulations and traffic signal timing and phasing, roadway widening, and the installation of new traffic signals. Where impacts cannot be fully or partially mitigated, they will be described as unavoidable adverse impacts.

Transit

According to the general thresholds used by the Metropolitan Transportation Authority (MTA) and specified in the *CEQR Technical Manual*, detailed transit analyses are generally not required if a proposed action is projected to result in fewer than 200 peak hour rail or bus transit trips. If a proposed action would result in 50 or more bus trips being assigned to a single bus route (in one direction), or if it would result

in an increase of 200 or more trips at a single subway station or on a single subway line, a detailed bus or subway analysis would be warranted. Transit analyses typically focus on the weekday AM and PM peak hours as it is during these periods that overall demand on the subway and bus systems is greatest.

The Proposed Actions are expected to generate a net increase of more than 200 additional peak hour subway trips at one or more stations, and will therefore require detailed analysis based on *CEQR Technical Manual* criteria. However, the Proposed Actions are not expected to generate a net increase of 50 or more trips in one direction on any of the bus routes serving the Development Site in either the AM or PM peak hour. Therefore, it is anticipated that a detailed analysis of bus conditions will not be warranted based on *CEQR Technical Manual* criteria. A qualitative discussion of local bus service will be included in the EIS.

Subway

Project-generated subway trips are expected to be concentrated at two subway stations located in proximity to the project site—the Nassau Avenue station served by G trains operating on the Crosstown Line between western Brooklyn and Long Island City, Queens, and the Bedford Avenue station served by L trains operating on the Canarsie Line between Canarsie, Brooklyn and the 14th Street corridor in Manhattan. As the Proposed Development would likely generate a net increase of more than 200 additional peak hour subway trips at one or both of these stations in the weekday AM and/or PM peak hours, it is anticipated that a detailed subway station analysis based on *CEQR Technical Manual* criteria will be included in the EIS. The detailed subway analyses would include the following subtasks:

- Identify for analysis those subway stations expected to be utilized by 200 or more project-generated trips in one or more peak hours. At each of these stations, analyze those stairways and entrance control elements expected to be used by significant concentrations of project-generated demand in the weekday AM and PM peak hours.
- Conduct counts of existing weekday AM and PM peak hour demand at analyzed subway station elements and determine existing v/c ratios and levels of service based on *CEQR Technical Manual* criteria.
- Determine volumes and conditions at analyzed subway station elements in the future without the Proposed Actions using approved background growth rates and accounting for any trips expected to be generated by major projects in the vicinity of the study area.
- Add project-generated demand to the No-Action volumes at analyzed subway station elements and determine AM and PM peak hour volumes and conditions in the future with the Proposed Actions.
- Identify potential significant adverse impacts at subway station stairways and fare control elements based on *CEQR Technical Manual* impact criteria.
- Mitigation needs and potential subway station improvements will be identified, as appropriate, in conjunction with the lead agency and New York City Transit (NYCT). Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

Pedestrians

Under *CEQR Technical Manual* criteria, a projected increase in pedestrian volumes of less than 200 persons per hour at any pedestrian element (sidewalk, corner area or crosswalk) is considered unlikely to result in a significant adverse impact and would therefore not warrant further analysis. Based on the level of new pedestrian demand likely to be generated by the Proposed Development, it is anticipated that project-generated pedestrian trips would exceed the 200-trip analysis threshold at a number of locations

in one or more park hours. A detailed pedestrian analysis will therefore be prepared for the EIS focusing on those pedestrian elements exceeding the 200-trip analysis threshold. Pedestrian counts will be conducted at each analysis location and used to determine existing levels of service. No-Action and With-Action pedestrian volumes and levels of service will be determined based on approved background growth rates, trips expected to be generated by major projects in the vicinity of the study area, and project-generated demand. The specific pedestrian facilities to be analyzed will be determined in consultation with the lead agency based upon the assignment of project-generated pedestrian trips and the *CEQR Technical Manual* analysis threshold of 200 incremental trips per hour. The analysis will evaluate the potential for incremental demand from the Proposed Actions to result in significant adverse impacts based on current *CEQR Technical Manual* criteria. Potential measures to mitigate any significant adverse pedestrian impacts will be identified and evaluated, as warranted, in consultation with the lead agency and DOT.

Vehicular and Pedestrian Safety

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

Parking

If project-generated parking demand cannot be fully accommodated on the Development Site, a detailed analysis of on-street and off-street parking conditions will be provided in the EIS. A detailed inventory of existing on-street and off-street parking would be conducted for the weekday midday period (when commercial parking demand typically peaks) to document existing supply and demand. Parking utilization within 0.25-mile of the Development Site will be analyzed. The parking analyses would document changes in the parking utilization in proximity to the Development Site under the No-Action and With-Action conditions based on accepted background growth rates and projected demand from No-Action and With-Action development on the Development Site and other major projects in the vicinity. Parking demand from the Acme Smoked Fish processing facility will be forecast using data on demand from the existing facility provided by Acme Smoked Fish. Parking demand from the proposed retail and office uses will be derived from the forecasts of daily auto trips generated by these uses.

Task 11. Air Quality

The vehicle trips generated by the Proposed Development would potentially exceed the *CEQR Technical Manual*'s carbon monoxide (CO) screening threshold of 170 vehicles in a peak hour at one or more intersections and/or the particulate matter (PM) emission screening threshold discussed in Chapter 17, Sections 210 and 311 of the *CEQR Technical Manual*. Therefore, a screening analysis for mobile sources will be performed. If any screening thresholds are exceeded, a microscale mobile source analysis would be required. The Proposed Development's parking facility will be analyzed to determine its effect on air quality.

Potential impacts on surrounding uses from the heating and hot water systems that would serve the Proposed Development will be assessed. The effect of heating and hot water systems associated with

large or major emission sources in existing buildings on the Proposed Development will be analyzed. In addition, as the Development Site is located within a manufacturing zoned district, an analysis of emissions from existing industrial sources must be performed, as per the *CEQR Technical Manual*.

Mobile Source Analysis

A screening analysis for CO and PM will be prepared based on the traffic analysis and the above-mentioned CEQR criteria. If screening levels are exceeded, a detailed mobile source analysis will be prepared in accordance with CEQR guidance, to evaluate the Proposed Actions for potential impacts from CO, and fine particulate matter less than 2.5 microns in diameter ($PM_{2.5}$), due to vehicular traffic anticipated to be generated by the Proposed Development. Intersection(s) would be analyzed for both CO and $PM_{2.5}$, as described below:

Emissions Modeling

Vehicular cruise and idle CO and PM emission factors to be utilized in the dispersion modeling will be computed using EPA's Motor Vehicle Emission Simulator (MOVES). Each selected intersection will be divided into distinct links for emissions modeling purposes reflecting different types of vehicle activity in accordance with the recommendations of EPA's Transportation Conformity Guidance for Quantitative Hot-spot Analyses in $PM_{2.5}$ and PM_{10} Nonattainment and Maintenance Areas. Project specific traffic data obtained through field studies will be used, as well as county- specific hourly temperature, relative humidity, vehicle age distribution, fuels and inspection/maintenance program data obtained from the New York State Department of Environmental Conservation (NYSDEC).

In order to account for the suspension of fugitive road dust in air from vehicular traffic in the local microscale analysis, $PM_{2.5}$ emission rates will include fugitive road dust. However, as DEP considers fugitive road dust to have an insignificant contribution on a neighborhood scale, fugitive road dust will not be included in the neighborhood scale $PM_{2.5}$ microscale analyses. Road dust emission factors will be calculated according to the latest procedure delineated by EPA.

Dispersion Modeling

The CO mobile source analysis will be conducted using the US Environmental Protection Agency (EPA) CAL3QHC model Version 2.0. $PM_{2.5}$ analysis will be conducted using the refined CAL3QHCR model and five years of meteorological data. The $PM_{2.5}$ analysis will include estimating off-peak traffic volumes based on available 24-hr count data in the study area.

Multiple receptors will be modeled at the selected worst-case intersection; receptors will be placed at sidewalks along approach and departure links at spaced intervals, at a pedestrian height of 1.8 meters. Based on DEP guidance for neighborhood-scale corridor $PM_{2.5}$ modeling, receptors in that analysis will be placed at a distance of 15 meters from the nearest moving lane at each analysis location.

Parking Garage Analysis

The Proposed Development is expected to include a 150-space accessory parking garage. The parking garage accumulation table from the transportation chapter will serve as the basis for analysis. Mobile source emission factors will be developed using the latest version of the EPA MOVES model (MOVES2014a). An analysis of CO and PM emissions from the garage will be performed using MOVES-generated emission factors and the procedures outlined in the *CEQR Technical Manual* for assessing

potential impacts from proposed parking facilities. Cumulative impacts from on-street sources and emissions from parking garages will be calculated, where appropriate.

Stationary Source Analysis

Heating and Hot Water System Analysis

The analysis of the heating and hot water systems of the Proposed Development will consider impacts following the 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." The nearest existing or planned building of a similar or greater height will be analyzed as the potential receptor. If the results fail the initial screening, a refined modeling analysis will be prepared using the latest EPA-approved version of the AERMOD model and five years of representative meteorological data. Emission rates will be developed based on the size of the Proposed Development and assumptions developed to represent boiler stack location(s). Concentrations of nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and particulate matter (PM_{10} and $PM_{2.5}$) will be determined at surrounding publicly-accessible locations. Receptors will be placed at publically accessible locations at ground level and at elevated locations on all facades at multiple elevations on adjacent buildings (including the Proposed Development) to identify maximum pollutant concentrations and concentration increments per the guidance provided in the *CEQR Technical Manual*.

Maximum predicted concentrations will be compared with the National Ambient Air Quality Standards (NAAQS) for NO_2, SO_2, and PM_{10}, and the CEQR *de minimis* criteria for $PM_{2.5}$. If required, an enforceable legal mechanism, such as an (E) designation, will be proposed to mandate fuel, system, operational, and/or exhaust stack restrictions that would be required to avoid any potential significant adverse air quality impacts.

Large/Major Source Analysis

A review of NYSDEC permit records will be conducted to identify and map any large or major emission sources (i.e., facilities with a Title V or State Facility permit) within 1,000 feet of the Development Site. If required, the large/major source analysis will proceed following steps and assumptions similar to those outlined for the heating and hot water detailed analysis methodology, with emission rates and stack parameters based on information obtained from the permits or permit applications. Receptors will be placed at multiple elevations along the façade of the Proposed Development. Impacts will be assessed in relation to the NAAQA and CEQR $PM_{2.5}$ *de minimis* criteria.

Industrial Source Analyses

- A land use review will be conducted to identify potential industrial source block/lots within 400 feet of the Development Site based on GIS data and field review of the area. In addition, DEP and NYSDEC permit records will be reviewed to identify permitted facilities within the study area.
- A field survey will be performed to confirm the operating status of existing permitted facilities and to identify any permitted sources of air toxics emissions.
- DEP permit records will be requested and reviewed for each potential industrial source block/lot. Permits for emergency generators, gas stations, boilers and small drycleaners will be excluded from further consideration per DEP guidelines. Similarly, sites that are no longer in existence based on the

field review will not be considered. Unpermitted sources identified in the field review will be considered for analysis.

- Short-term and annual emission rates for existing industrial sources will be determined based on the DEP permit data or estimated, as applicable. Depending on the type of source and data available in the permit file, this step may require research into typical emission rates from other facilities if detailed information for the subject facility is not available.
- The industrial source screening analysis per CEQR procedures will be completed to confirm the sites requiring detailed analysis.
    - The fish processing facility constitutes an industrial use requiring analysis under CEQR. Information provided by the applicant will be used to develop assumptions regarding the pollutants emitted by all production processes associated with the proposed expanded facility (including combustion sources used for production), and the short-term and annual average emission rates will be developed based on the estimated increased production capacity. This could include review of permits for the existing facility. Once emission rates for the proposed expanded facility are established, the CEQR industrial source screening procedure will be applied to estimate concentrations at the nearest off-site receptors and at the proposed commercial/office building on the Development Site (project-on-project impact). If the NYSDEC SGC and AGC are not exceeded, no further analysis will be required. If the criteria are exceeded, a detailed analysis will be required.
- Potential impacts from odors associated with the proposed expanded facility on the commercial uses planned for the project site will be evaluated.
- If required, conduct an AERMOD detailed analysis for industrial sources (existing or proposed) that fail the screening analyses. Stack parameters will be obtained from permits or from coordination with the applicant. This task will involve developing a detailed receptor network and building information, AERMOD run setup (including specifying how industrial source emissions may vary by time of day, or season), and comparing the resulting modeled concentrations to the applicable standards from NYSDEC's DAR-1 AGC/SGC Tables.
- Potential cumulative impacts of multiple air pollutants will be determined based on the EPA's Hazard Index Approach for non-carcinogenic compounds and using the EPA's Unit Risk Factors for carcinogenic compounds. Both methods are based on equations that use EPA health risk information (established for individual compounds to determine the level of health risk posed by specific ambient concentrations of that compound. The derived values of health risk are additive and can be used to determine the total risk posed by multiple air pollutants.

Task 12. Greenhouse Gas Emissions and Climate Change

Greenhouse Gas Emissions

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

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

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

Climate Change

As the proposed Development Site is located within the flood hazard zone, the potential effects of climate change on the Proposed Development will be evaluated based on the best available information, following the methodology outlined in the guidance document entitled *The New York City Waterfront Revitalization Program: Climate Change Adaptation Guidance* (DCP, March 2017). The evaluation will focus on potential future sea and storm levels and the interaction with the Proposed Development's infrastructure and uses. The discussion will focus on early integration of climate change considerations into the Proposed Actions to allow for uncertainties regarding future environmental conditions resulting from climate change.

Task 13. Noise

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

The Proposed Development would generate vehicle trips, but given the background conditions and the anticipated project-generated traffic, it is not expected that project-generated traffic would be likely to result in significant adverse noise impacts. However, a screening assessment will be performed to determine whether there are any locations where there is the potential for the Proposed Development to result in significant noise impacts (i.e., doubling of Noise Passenger Car Equivalents [PCEs]) due to project-generated traffic. A detailed analysis of potential noise impacts due to outdoor mechanical equipment is not required as the outdoor mechanical equipment for any future development facilitated by the Proposed Actions would be required to meet applicable regulations, which are more stringent than

CEQR Technical Manual impact criteria. The noise analysis will also examine the level of building attenuation necessary to meet CEQR interior noise level requirements.

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

- Based on the traffic studies conducted for Task 9, Transportation, a screening analysis will be conducted to determine whether there are any locations where there is the potential for the Proposed Development to result in significant noise impacts (i.e., doubling Noise PCEs) 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* guidance.
- Appropriate noise descriptors for building attenuation purposes would be selected. Based on CEQR criteria, the noise analysis will examine the L_{10} and the one-hour equivalent ($L_{eq(1)}$) noise levels.
- Existing noise levels will be measured at receptor locations adjacent to the Development Site. At each receptor site, 20-minute measurements will be performed during typical weekday AM, midday, and PM peak periods (coinciding with the traffic peak periods). Noise measurements will be recorded in conformance with *CEQR Technical Manual* procedures, and measured noise level descriptors will include equivalent noise level (L_{eq}), maximum level (L_{max}), minimum level (L_{min}), and statistical percentile levels such as L_1, L_{10}, L_{50}, and L_{90}. A summary table of existing measured noise levels will be provided as part of the EIS.
- Following procedures outlined in the *CEQR Technical Manual* for assessing mobile source noise impacts, future No-Action and With-Action noise levels will be estimated at the noise receptor locations based on acoustical fundamentals. All projections will be made with L_{eq} noise descriptor.
- The level of building attenuation necessary to satisfy CEQR requirements (a function of the exterior noise levels) will be determined based on the highest L_{10} noise level estimated at each monitoring site. If required, an enforceable legal mechanism will be proposed to memorialize building attenuation requirements, such as (E) designations placed pursuant to Section 11-15 of the New York City Zoning Resolution.

Task 14. Public Health

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

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

Task 15. Neighborhood Character

Neighborhood character is established by numerous factors, including land use patterns, the scale of its development, the design of its buildings, the presence of notable landmarks, and a variety of other

physical features that include traffic and pedestrian patterns, noise, etc. The Proposed Development has the potential to alter certain elements contributing to the affected area's neighborhood 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 preliminary assessment will:

- Identify the defining features of the existing neighborhood character.
- Summarize changes in the character of the neighborhood that can be expected in the future With-Action condition and compare to the future No-Action condition.
- Evaluate whether the Proposed Development 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* guidance.

Task 16. 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, or mitigation of hazardous materials. Projects with overall construction periods lasting longer than two years and that are near to sensitive receptors (i.e., residences, open spaces, etc.) should undergo a preliminary impact assessment according to the *CEQR Technical Manual*. Construction of the Proposed Development is expected to take place over a period greater than two years, and is therefore considered long-term. This chapter of the EIS 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. Technical areas to be assessed include the following:

- **Transportation Systems:** In accordance with *CEQR Technical Manual* methodologies, the travel demand that would be generated during construction of the Proposed Development will be forecasted to identify the expected number of vehicle, transit (bus and subway) and pedestrian trips from construction workers and equipment. Based on the trip projections of activities associated with peak construction for the Proposed Development, an assessment of potential transportation impacts during construction and how they are compared to the trip projections under the operational condition will be provided. If this effort identifies the need for a separate detailed analysis, such analysis will be prepared. The assessment will also evaluate the potential effects of construction activities on streets, sidewalks, bicycle and bus lanes, and transit access points adjacent to projected development sites, where applicable.
- **Air Quality:** The construction air quality impact section will contain a detailed discussion of emissions from on-site construction equipment, on-road construction-related vehicles, and fugitive dust. The analysis will qualitatively review the projected activity and equipment in the context of intensity, duration, and location of emissions relative to nearby sensitive locations, and identify any project-

specific control measures required to further reduce the effects of construction and to ensure that significant impacts on air quality do not occur. Potential construction-related air quality impacts will be assessed and addressed quantitatively.

- **Noise:** The construction noise impact section will contain a detailed discussion of noise from each phase of construction activity. Appropriate recommendations will be made to comply with NYCDEP Rules for Citywide Construction Noise Mitigation and the New York City Noise Control Code. The analysis will qualitatively review the projected activity and equipment in the context of intensity, duration, and location of emissions relative to nearby sensitive locations, and identify any project-specific control measures required to further reduce construction noise. If the potential for construction-related noise impacts are identified, such impacts will be assessed and addressed quantitatively.
- **Other Technical Areas:** As appropriate, the construction assessment will discuss other areas of environmental concern, including Land Use and Neighborhood Character, Socioeconomic Conditions, Community Facilities, Open Space, Historic and Cultural Resources, and Hazardous Materials, for potential construction-related impacts.

Task 17. Mitigation

Where significant adverse impacts that could result from the Proposed Actions have been identified in Tasks 2 through 15, this chapter will describe the practicable measures that could mitigate those impacts. These measures will be developed and coordinated with the responsible City/State agencies, as necessary. Where impacts cannot be fully mitigated, they will be disclosed as unavoidable adverse impacts.

Task 18. Alternatives

The purpose of an alternatives section in an EIS is to examine development options that would reduce or eliminate impacts resulting from the Proposed Actions while substantively meeting the goals and objectives of the Proposed Actions. The specific alternatives to be analyzed will be better defined once the full extent of the Proposed Actions' impacts have been identified. The EIS will include a No-Action alternative, which describes the conditions that would exist if the Proposed Actions were not implemented, and a No Unmitigated Impact alternative, which assesses a change in density or program design in order to avoid the potential for any unmitigated significant adverse impacts that may be associated with the Proposed Actions. Additional alternatives and variations of the Proposed Actions may be identified during the scoping process or be based on any significant adverse impacts identified in the EIS. The analysis of each alternative will be qualitative, except in those technical area where significant adverse impacts of the Proposed Actions have been identified.

Task 19. Summary EIS Chapters

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

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

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

Task 20. Executive Summary

The 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 DCP, the lead agency.