300 Huntington Street

Environmental Assessment Statement

PREPARED FOR

NYC Department of City Planning
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PREPARED BY

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City Environmental Quality Review
ENVIRONMENTAL ASSESSMENT STATEMENT (EAS) SHORT FORM

FOR UNLISTED ACTIONS ONLY • *Please fill out and submit to the appropriate agency* (see instructions)

Part I: GENERAL INFORMATION

1. *Does the Action Exceed Any Type I Threshold in 6 NYCRR Part 617.4 or 43 RCNY §6-15(A) (Executive Order 91 of 1977, as amended)?* ☐ YES ☒ NO

If "yes," **STOP** and **complete the FULL EAS FORM**.

2. *Project Name* 300 Huntington Street

3. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
20DCP080K	
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable) (*e.g.*, legislative intro, CAPA)
210049ZMK N210050ZCK N210051ZAK N210056LDK	

4a. *Lead Agency Information*			**4b. *Applicant Information***		
NAME OF LEAD AGENCY NYC Department of City Planning			NAME OF APPLICANT 300 Huntington Street LLC		
NAME OF LEAD AGENCY CONTACT PERSON Olga Abinader			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON Zach Longmore		
ADDRESS 120 Broadway, 31st Floor			ADDRESS 155 3rd Street		
CITY New York	STATE NY	ZIP 10271	CITY Brooklyn	STATE NY	ZIP 11231
TELEPHONE 212-720-3493	EMAIL oabinad@planning.nyc.gov		TELEPHONE 718-576-3701	EMAIL zlongmore@monadnockdevelopment.com	

5. *Project Description*

The applicant, 300 Huntington LLC, is requesting a Zoning Map Amendment to rezone the Project Area from an M2-1 to an M2-3 district and several zoning authorizations related to design and planting requirements to facilitate the development of a 6-story building, which would include office space, ground-level retail space, and a contractor shop and yard. The proposed project is also seeking a zoning certification in connection with its proposed approximately 7,548-square-foot shore public walkway along the portion of the building fronting the Gowanus Canal.

Project Location

BOROUGH Brooklyn	COMMUNITY DISTRICT(S) 6	STREET ADDRESS 300 Huntington Street
TAX BLOCK(S) AND LOT(S) Block 477, Lots 1, 8, 48, 49		ZIP CODE 11231

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS Huntington Street to the north, Smith Street to the west, 9th Street to the south, and Gowanus Canal to the east

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY M2-1 | ZONING SECTIONAL MAP NUMBER 16c

6. *Required Actions or Approvals* (check all that apply)

***City Planning Commission*:** ☒ YES ☐ NO ☒ UNIFORM LAND USE REVIEW PROCEDURE (ULURP)

☐ CITY MAP AMENDMENT	☒ ZONING CERTIFICATION	☐ CONCESSION
☒ ZONING MAP AMENDMENT	☒ ZONING AUTHORIZATION	☐ UDAAP
☐ ZONING TEXT AMENDMENT	☐ ACQUISITION—REAL PROPERTY	☐ REVOCABLE CONSENT
☐ SITE SELECTION—PUBLIC FACILITY	☐ DISPOSITION—REAL PROPERTY	☐ FRANCHISE
☐ HOUSING PLAN & PROJECT	☐ OTHER, explain:	

☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION 62-822(b)

***Board of Standards and Appeals*:** ☐ YES ☒ NO

☐ VARIANCE (use)

☐ VARIANCE (bulk)

☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

***Department of Environmental Protection*:** ☒ YES ☐ NO If "yes," specify: Permitting relating to water and sewer infrastructure, discharge, and outfall

Other City Approvals Subject to CEQR (check all that apply)

- ☐ LEGISLATION
- ☐ RULEMAKING
- ☐ CONSTRUCTION OF PUBLIC FACILITIES
- ☐ 384(b)(4) APPROVAL
- ☐ OTHER, explain:
- ☐ FUNDING OF CONSTRUCTION, specify:
- ☐ POLICY OR PLAN, specify:
- ☐ FUNDING OF PROGRAMS, specify:
- ☐ PERMITS, specify:

Other City Approvals Not Subject to CEQR (check all that apply)

- ☐ PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC)
- ☐ LANDMARKS PRESERVATION COMMISSION APPROVAL
- ☒ OTHER, explain: Permitting relating to water and sewer infrastructure, discharge, and outfall

***State or Federal Actions/Approvals/Funding*:** ☒ YES ☐ NO If "yes," specify: Permitting relating to water and sewer infrastructure, discharge, and outfall

7. *Site Description:* *The directly affected area consists of the project site and the area subject to any change in regulatory controls. Except where otherwise indicated, provide the following information with regard to the directly affected area.*

***Graphics*:** *The following graphics must be attached and each box must be checked off before the EAS is complete. Each map must clearly depict the boundaries of the directly affected area or areas and indicate a 400-foot radius drawn from the outer boundaries of the project site. Maps may not exceed 11 x 17 inches in size and, for paper filings, must be folded to 8.5 x 11 inches.*

- ☒ SITE LOCATION MAP
- ☒ ZONING MAP
- ☒ SANBORN OR OTHER LAND USE MAP
- ☒ TAX MAP
- ☐ FOR LARGE AREAS OR MULTIPLE SITES, A GIS SHAPE FILE THAT DEFINES THE PROJECT SITE(S)
- ☒ PHOTOGRAPHS OF THE PROJECT SITE TAKEN WITHIN 6 MONTHS OF EAS SUBMISSION AND KEYED TO THE SITE LOCATION MAP

Physical Setting (both developed and undeveloped areas)

Total directly affected area (sq. ft.): 49,854 sf (Development Site) 98,850 sf (Project Area)

Waterbody area (sq. ft) and type: N/A

Roads, buildings, and other paved surfaces (sq. ft.): 49,854 sf (Development Site), 98,850 sf (Project Area)

Other, describe (sq. ft.): N/A

8. *Physical Dimensions and Scale of Project* (if the project affects multiple sites, provide the total development facilitated by the action)

SIZE OF PROJECT TO BE DEVELOPED (gross square feet): 101,221 gsf

NUMBER OF BUILDINGS: 1

GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): 101,221 gsf

HEIGHT OF EACH BUILDING (ft.): 86

NUMBER OF STORIES OF EACH BUILDING: 6

Does the proposed project involve changes in zoning on one or more sites? ☒ YES ☐ NO

If "yes," specify: The total square feet owned or controlled by the applicant: 49,854 sf (Development Site)

The total square feet not owned or controlled by the applicant: 5,301 sf (Lots 48 and 49); 43,649 sf Lot 1 (elevated subway)

Does the proposed project involve in-ground excavation or subsurface disturbance, including, but not limited to foundation work, pilings, utility lines, or grading? ☒ YES ☐ NO

If "yes," indicate the estimated area and volume dimensions of subsurface permanent and temporary disturbance (if known):

AREA OF TEMPORARY DISTURBANCE: TBD sq. ft. (width x length)

VOLUME OF DISTURBANCE: TBD cubic ft. (width x length x depth)

AREA OF PERMANENT DISTURBANCE: TBD sq. ft. (width x length)

Description of Proposed Uses (please complete the following information as appropriate)

	Residential	***Commercial***	***Community Facility***	***Industrial/Manufacturing***
Size (in gross sq. ft.)		98,284 gsf		contractor shop and yard
Type (*e.g.,* retail, office, school)	units	offices (80,219 gsf), retail (12,288 gsf), building service space (5,777 gsf)		contractor shop (3,471 gsf), contractor yard (15,489 sf)

Does the proposed project increase the population of residents and/or on-site workers? ☒ YES ☐ NO

If "yes," please specify: NUMBER OF ADDITIONAL RESIDENTS: NUMBER OF ADDITIONAL WORKERS: 362

Provide a brief explanation of how these numbers were determined: The number of retail workers is based on an assumption of 1 worker per 333 sf of retail space (37 retail workers for 12,288 gsf of retail space). The number of office workers is based

on an assumption of 1 worker per 250 sf of office space (321 office workers for 80,219 gsf of office space). The number of workers in the contractor shop and yard (4) is based on information received from the applicant.

Does the proposed project create new open space? ☒ YES ☐ NO If "yes," specify size of project-created open space: 7,548 sq. ft.

Has a No-Action scenario been defined for this project that differs from the existing condition? ☐ YES ☒ NO

If "yes," see Chapter 2, "Establishing the Analysis Framework" and describe briefly:

9. *Analysis Year* CEQR Technical Manual Chapter 2

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2023

ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 24

WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? ☒ YES ☐ NO | IF MULTIPLE PHASES, HOW MANY?

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: Assuming receipt of project approvals in 2020 and a construction period of up to 24 months, it is expected that the project would be fully occupied by 2023.

10. *Predominant Land Use in the Vicinity of the Project* (check all that apply)

☒ RESIDENTIAL ☒ MANUFACTURING ☒ COMMERCIAL ☐ PARK/FOREST/OPEN SPACE ☐ OTHER, specify:

Part II: TECHNICAL ANALYSIS

INSTRUCTIONS: For each of the analysis categories listed in this section, assess the proposed project's impacts based on the thresholds and criteria presented in the CEQR Technical Manual. Check each box that applies.

- If the proposed project can be demonstrated not to meet or exceed the threshold, check the "no" box.
- If the proposed project will meet or exceed the threshold, or if this cannot be determined, check the "yes" box.
- For each "yes" response, provide additional analyses (and, if needed, attach supporting information) based on guidance in the CEQR Technical Manual to determine whether the potential for significant impacts exists. Please note that a "yes" answer does not mean that an EIS must be prepared—it means that more information may be required for the lead agency to make a determination of significance.
- The lead agency, upon reviewing Part II, may require an applicant to provide additional information to support the Short EAS Form. For example, if a question is answered "no," an agency may request a short explanation for this response.

	YES	NO
1. *LAND USE, ZONING, AND PUBLIC POLICY*: CEQR Technical Manual Chapter 4		
(a) Would the proposed project result in a change in land use different from surrounding land uses?	☒	☐
(b) Would the proposed project result in a change in zoning different from surrounding zoning?	☒	☐
(c) Is there the potential to affect an applicable public policy?	☒	☐
(d) If "yes," to (a), (b), and/or (c), complete a preliminary assessment and attach. See Section 2.1.		
(e) Is the project a large, publicly sponsored project?	☐	☒
○ If "yes," complete a PlaNYC assessment and attach.		
(f) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries?	☒	☐
○ If "yes," complete the Consistency Assessment Form. See Appendix A.		
2. *SOCIOECONOMIC CONDITIONS*: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
○ Generate a net increase of 200 or more residential units?	☐	☒
○ Generate a net increase of 200,000 or more square feet of commercial space?	☐	☒
○ Directly displace more than 500 residents?	☐	☒
○ Directly displace more than 100 employees?	☐	☒
○ Affect conditions in a specific industry?	☐	☒
3. *COMMUNITY FACILITIES*: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
○ Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, hospitals and other health care facilities, day care centers, police stations, or fire stations?	☐	☒
(b) Indirect Effects		
○ **Child Care Centers:** Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in Chapter 6)	☐	☒
○ **Libraries:** Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in Chapter 6)	☐	☒
○ **Public Schools:** Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in Chapter 6)	☐	☒
○ **Health Care Facilities and Fire/Police Protection:** Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
4. *OPEN SPACE*: CEQR Technical Manual Chapter 7		
(a) Would the proposed project change or eliminate existing open space?	☐	☒
(b) Is the project located within an under-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?	☐	☒
○ If "yes," would the proposed project generate more than 50 additional residents or 125 additional employees?	☐	☐
(c) Is the project located within a well-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?	☐	☒
○ If "yes," would the proposed project generate more than 350 additional residents or 750 additional employees?	☐	☐
(d) If the project in located an area that is neither under-served nor well-served, would it generate more than 200 additional residents or 500 additional employees?	☐	☒

	YES	NO
5. *SHADOWS*: CEQR Technical Manual Chapter 8		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?	☒	☐
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?	☒	☐
6. *HISTORIC AND CULTURAL RESOURCES*: CEQR Technical Manual Chapter 9		
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the GIS System for Archaeology and National Register to confirm)	☒	☐
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	☒	☐
(c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources.		
7. *URBAN DESIGN AND VISUAL RESOURCES*: CEQR Technical Manual Chapter 10		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?	☒	☐
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning?	☐	☒
8. *NATURAL RESOURCES*: CEQR Technical Manual Chapter 11		
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11?	☒	☐
○ If "yes," list the resources and attach supporting information on whether the proposed project would affect any of these resources.		
(b) Is any part of the directly affected area within the Jamaica Bay Watershed?	☐	☒
○ If "yes," complete the Jamaica Bay Watershed Form, and submit according to its instructions.		
9. *HAZARDOUS MATERIALS*: CEQR Technical Manual Chapter 12		
(a) Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	☒	☐
(b) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	☐	☒
(c) Would the project require soil disturbance in a manufacturing area or any development on or near a manufacturing area or existing/historic facilities listed in Appendix 1 (including nonconforming uses)?	☒	☐
(d) Would the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?	☒	☐
(e) Would the project result in development on or near a site that has or had underground and/or aboveground storage tanks (*e.g.*, gas stations, oil storage facilities, heating oil storage)?	☒	☐
(f) Would the project result in renovation of interior existing space on a site with the potential for compromised air quality; vapor intrusion from either on-site or off-site sources; or the presence of asbestos, PCBs, mercury or lead-based paint?	☐	☒
(g) Would the project result in development on or near a site with potential hazardous materials issues such as government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, coal gasification or gas storage sites, railroad tracks or rights-of-way, or municipal incinerators?	☒	☐
(h) Has a Phase I Environmental Site Assessment been performed for the site?	☒	☐
○ If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify: RECs that were identified include the historical use of the property as a contractor's yard with concrete mixing plant equipment, an automobile house with gasoline tank, and blacksmith; the northern adjoining property, Former Citizens Gas Works Manufactured Gas Plant Site, was listed in the Voluntary Cleanup Program (VCP), Brownfields, and MGP databases; the adjoining Gowanus Canal is listed as a National Priorities List (i.e., Superfund) Site; and the historical uses of adjoining and surrounding properties include various industrial, manufacturing, and commercial uses since at least 1886.	☒	☐
10. *WATER AND SEWER INFRASTRUCTURE*: CEQR Technical Manual Chapter 13		
(a) Would the project result in water demand of more than one million gallons per day?	☐	☒
(b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of commercial space in the Bronx, Brooklyn, Staten Island, or Queens?	☐	☒

	YES	NO
(c) If the proposed project located in a separately sewered area, would it result in the same or greater development than the amounts listed in Table 13-1 in Chapter 13?	☐	☒
(d) Would the proposed project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?	☐	☒
(e) If the project is located within the Jamaica Bay Watershed or in certain specific drainage areas, including Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek, would it involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?	☒	☐
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?	☐	☒
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or generate contaminated stormwater in a separate storm sewer system?	☐	☒
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	☐	☒
11. *SOLID WASTE AND SANITATION SERVICES*: CEQR Technical Manual Chapter 14		
(a) Using Table 14-1 in Chapter 14, the project's projected operational solid waste generation is estimated to be (pounds per week): 7,657 Based on: 321 office employees x 13 pounds per week (4,173 pounds) 37 general retail employees x 79 pounds per week (2,923 pounds) 4 contractor yard and shop employees x 140 pounds per week (561 pounds)		
○ Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	☐	☒
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?	☐	☒
12. *ENERGY*: CEQR Technical Manual Chapter 15		
(a) Using energy modeling or Table 15-1 in Chapter 15, the project's projected energy use is estimated to be (annual BTUs): 21,894,102.3 Based on: Development of 101,221 commercial sf x 216.3 MBtu/sf		
(b) Would the proposed project affect the transmission or generation of energy?	☐	☒
13. *TRANSPORTATION*: CEQR Technical Manual Chapter 16		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16?	☒	☐
(b) If "yes," conduct the screening analyses, attach appropriate back up data as needed for each stage and answer the following questions:		
○ Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	☒	☐
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? ***It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of Chapter 16 for more information.*	☒	☐
○ Would the proposed project result in more than 200 subway/rail or bus trips per project peak hour?	☐	☒
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction) or 200 subway trips per station or line?	☐	☐
○ Would the proposed project result in more than 200 pedestrian trips per project peak hour?	☒	☐
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop?	☒	☐
14. *AIR QUALITY*: CEQR Technical Manual Chapter 17		
(a) *Mobile Sources*: Would the proposed project result in the conditions outlined in Section 210 in Chapter 17?	☒	☐
(b) *Stationary Sources*: Would the proposed project result in the conditions outlined in Section 220 in Chapter 17?	☒	☐
○ If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17? (Attach graph as needed)	☐	☒
(c) Does the proposed project involve multiple buildings on the project site?	☐	☒
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	☐	☒
(e) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	☐	☒
15. *GREENHOUSE GAS EMISSIONS*: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project or a power generation plant?	☐	☒
(b) Would the proposed project fundamentally change the City's solid waste management system?	☐	☒

	YES	NO
(c) If "yes" to any of the above, would the project require a GHG emissions assessment based on the guidance in Chapter 18?	☐	☒
16. *NOISE*: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	☒	☐
(b) Would the proposed project introduce new or additional receptors (see Section 124 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	☒	☐
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	☐	☒
(d) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	☐	☒
17. *PUBLIC HEALTH*: CEQR Technical Manual Chapter 20		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; Hazardous Materials; Noise?	☐	☒
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in Chapter 20, "Public Health." Attach a preliminary analysis, if necessary.		
18. *NEIGHBORHOOD CHARACTER*: CEQR Technical Manual Chapter 21		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise?	☒	☐
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in Chapter 21, "Neighborhood Character." Attach a preliminary analysis, if necessary. A preliminary and/or detailed analysis was conducted for the technical areas of Land Use, Zoning, and Public Policy; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; and Noise. The project would not result in significant adverse impacts in any of these technical areas, and there are no moderate effects that may combine to influence neighborhood character. Therefore, no analysis of neighborhood character is warranted.		
19. *CONSTRUCTION*: CEQR Technical Manual Chapter 22		
(a) Would the project's construction activities involve:		
○ Construction activities lasting longer than two years?	☐	☒
○ Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	☐	☒
○ Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, *etc.*)?	☐	☒
○ Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	☐	☒
○ The operation of several pieces of diesel equipment in a single location at peak construction?	☒	☐
○ Closure of a community facility or disruption in its services?	☐	☒
○ Activities within 400 feet of a historic or cultural resource?	☒	☐
○ Disturbance of a site containing or adjacent to a site containing natural resources?	☒	☐
○ Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?	☐	☒
(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in Chapter 22, "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination. Construction activities related to the proposed project would last approximately 24 months. Governmental oversight of construction in New York City is extensive and involves a number of City, State, and Federal agencies, each with specific areas of responsibility, including the New York City Department of Buildings, the New York City Department of Environmental Protection, the New York City Fire Department, the New York City Department of Transportation Office of Construction Mitigation and Coordination (DOT OCMC), New York City Transit, the New York City Landmarks Preservation Commission, the New York State Department of Environmental Conservation, the New York State Department of Labor, the U.S. Environmental Protection Agency, and the Occupational Safety and Health Administration. The project would comply with the requirements of the New York City Noise Control Code, which limits construction activities to weekdays between the hours of 7:00 AM and 6:00 PM (absent a permit), requires that a Construction Noise Mitigation Plan be implemented, and sets noise limits for specific pieces of construction equipment.		

YES	NO

All travel lanes would remain open during construction. In the event closure of any portion of sidewalk element(s) is needed, such temporary closures would be fully addressed through coordination with DOT OCMC. In terms of natural resources, as discussed in Chapter 2.5, the conditions of the Gowanus Canal are such that there would be no significant impact to terrestrial or aquatic resources as a result of the proposed project. In terms of Historic and Cultural Resources, as described in Chapter 2.3, there would be no impacts to resources in the area.
Based on the limited duration of project construction, the project's adherence to New York City's stringent requirements related to construction, and the findings of the Natural Resources and Historic and Cultural Resources analyses, a preliminary construction assessment is not warranted.

20. *APPLICANT'S CERTIFICATION*

I swear or affirm under oath and subject to the penalties for perjury that the information provided in this Environmental Assessment Statement (EAS) is true and accurate to the best of my knowledge and belief, based upon my personal knowledge and familiarity with the information described herein and after examination of the pertinent books and records and/or after inquiry of persons who have personal knowledge of such information or who have examined pertinent books and records.

Still under oath, I further swear or affirm that I make this statement in my capacity as the applicant or representative of the entity that seeks the permits, approvals, funding, or other governmental action(s) described in this EAS.

APPLICANT/REPRESENTATIVE NAME	DATE
Zach Longmore	8/6/2020

SIGNATURE

PLEASE NOTE THAT APPLICANTS MAY BE REQUIRED TO SUBSTANTIATE RESPONSES IN THIS FORM AT THE DISCRETION OF THE LEAD AGENCY SO THAT IT MAY SUPPORT ITS DETERMINATION OF SIGNIFICANCE.

Part III: DETERMINATION OF SIGNIFICANCE (To Be Completed by Lead Agency)

INSTRUCTIONS: In completing Part III, the lead agency should consult 6 NYCRR 617.7 and 43 RCNY § 6-06 (Executive Order 91 or 1977, as amended), which contain the State and City criteria for determining significance.

1. For each of the impact categories listed below, consider whether the project may have a significant adverse effect on the environment, taking into account its (a) location; (b) probability of occurring; (c) duration; (d) irreversibility; (e) geographic scope; and (f) magnitude.

IMPACT CATEGORY	Potentially Significant Adverse Impact YES	NO
Land Use, Zoning, and Public Policy	☐	☒
Socioeconomic Conditions	☐	☒
Community Facilities and Services	☐	☒
Open Space	☐	☒
Shadows	☐	☒
Historic and Cultural Resources	☐	☒
Urban Design/Visual Resources	☐	☒
Natural Resources	☐	☒
Hazardous Materials	☐	☒
Water and Sewer Infrastructure	☐	☒
Solid Waste and Sanitation Services	☐	☒
Energy	☐	☒
Transportation	☐	☒
Air Quality	☐	☒
Greenhouse Gas Emissions	☐	☒
Noise	☐	☒
Public Health	☐	☒
Neighborhood Character	☐	☒
Construction	☐	☒

2. Are there any aspects of the project relevant to the determination of whether the project may have a significant impact on the environment, such as combined or cumulative impacts, that were not fully covered by other responses and supporting materials? ☐ YES ☒ NO

If there are such impacts, attach an explanation stating whether, as a result of them, the project may have a significant impact on the environment.

3. Check determination to be issued by the lead agency:

☐ **Positive Declaration**: If the lead agency has determined that the project may have a significant impact on the environment, and if a Conditional Negative Declaration is not appropriate, then the lead agency issues a *Positive Declaration* and prepares a draft Scope of Work for the Environmental Impact Statement (EIS).

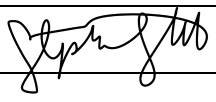
☐ **Conditional Negative Declaration:** A *Conditional Negative Declaration* (CND) may be appropriate if there is a private applicant for an Unlisted action AND when conditions imposed by the lead agency will modify the proposed project so that no significant adverse environmental impacts would result. The CND is prepared as a separate document and is subject to the requirements of 6 NYCRR Part 617.

☒ **Negative Declaration:** If the lead agency has determined that the project would not result in potentially significant adverse environmental impacts, then the lead agency issues a *Negative Declaration*. The *Negative Declaration* may be prepared as a separate document (see template) or using the embedded Negative Declaration on the next page.

4. ***LEAD AGENCY'S CERTIFICATION***

TITLE	LEAD AGENCY
Deputy Director, Environmental Assessment and Review Division	Department of City Planning on behalf of the City Planning Commission
NAME	DATE
Stephanie Shellooe	November 13, 2020

SIGNATURE



NEGATIVE DECLARATION

Statement of No Significant Effect

Pursuant to Executive Order 91 of 1977, as amended, and the Rules of Procedure for City Environmental Quality Review, found at Title 62, Chapter 5 of the Rules of the City of New York and 6 NYCRR, Part 617, State Environmental Quality Review, the Department of City Planning acting on behalf of the City Planning Commission assumed the role of lead agency for the environmental review of the proposed actions. Based on a review of information about the project contained in this environmental assessment statement (EAS) and any attachments hereto, which are incorporated by reference herein, the lead agency has determined that the proposed actions would not have a significant adverse impact on the environment.

Reasons Supporting this Determination

The above determination is based on information contained in this EAS, which finds the proposed actions sought before the City Planning Commission would not have a significant adverse impact on the environment. Reasons supporting this determination are noted below.

Land Use, Zoning, and Public Policy

A detailed analysis of land use, zoning, and public policy is included in the EAS. The applicant, 300 Huntington LLC, seeks a Zoning Map Amendment to rezone the Project Area from an M2-1 to an M2-3 district and several zoning authorizations related to design and planting requirements to facilitate the development of a 6-story building, which would include office space, ground-level retail space, and a contractor shop and yard. The proposed project is located at 300 Huntington Street (Block 477, Lot 8) in the Gowanus neighborhood of Brooklyn Community District 6. The proposed project is also seeking a zoning certification in connection with its proposed approximately 7,548-square-foot shore public walkway along the portion of the building fronting the Gowanus Canal. The analysis concludes that the proposed actions would not introduce a new land use, nor affect the existing mixed-use character of the area, nor affect public policy, which represent the thresholds of impact significance in the 2014 CEQR Technical Manual. Therefore, no significant adverse impacts related to Land Use, Zoning, and Public Policy would result from the proposed actions.

Shadows

A shadows analysis was prepared for the EAS. According to the 2014 CEQR Technical Manual, an adverse shadow impact is considered to occur when the shadow from a proposed project falls upon a publicly accessible open space, a historic landscape, or other resource if the features that make the resource significant depend on sunlight, or if the shadow falls on an important natural feature and adversely affects its uses or threatens the survival of important vegetation. Shadows projected as a result of the proposed project could be cast on one sunlight- sensitive resource, St. Mary's Park. In addition, shadow increments on the Gowanus Canal were considered. Shadows cast on St. Mary's Park would be limited to the morning on the December analysis day and would not result in significant adverse impacts to the resource. Shadows cast on the Gowanus Canal would be long in duration during the May 6 and June 21 analysis days but would cover relatively small areas of the canal and would not pose a threat to potential aquatic habitats within the canal. Therefore, the Proposed Actions would not result in any significant shadows impacts.

Transportation

The proposed project would generate traffic volumes exceeding transportation screening thresholds and, as a result, a detailed traffic analysis was performed at the intersection of Smith Street and Huntington Street. The assessment of potential significant traffic impacts of a proposed project is based on significant impact criteria defined in the *2014 CEQR Technical Manual*; No-Action Level of Service A, B, or C conditions that deteriorate to unacceptable Level of Service D, E, or F in the future With-Action condition are considered a significant traffic impact. The intersection would operate at overall acceptable Level of Service A and traffic improvements would not be needed. No accessory parking would be provided on-site for the retail and office uses. An off-street parking survey was conducted within the vicinity of the project area, and determined that the project-generated parking demand of 69 spaces could be accommodated by four nearby off-street parking facilities. The screening thresholds would be exceeded for pedestrians and, as a result, a detailed pedestrian analysis was performed at three pedestrian sidewalk elements during the weekday AM, midday, PM, and Saturday midday peak hours. Pedestrian improvements were not required for these elements; all pedestrian elements would operate at acceptable levels of service. The screening thresholds would not be exceeded for transit and additional analyses were not required. Therefore, the proposed project would not result in significant adverse transportation impacts.

Hazardous Materials, Air Quality, and Noise

An (E) designation (E-563) related to hazardous materials, air quality, and noise would be established as part of the approval of the proposed actions. Refer to "Determination of Significance Appendix: (E) Designation" for the applicable (E) designation requirements. The hazardous materials, air quality, and noise analyses concludes that with the (E) designation in place, the proposed actions would not result in a significant adverse impact related to hazardous materials, air quality or noise.

No other significant effects upon the environment that would require the preparation of a Draft Environmental Impact Statement are foreseeable. This Negative Declaration has been prepared in accordance with Article 8 of the New York State Environmental Conservation Law (SEQRA). Should you have any questions pertaining to this Negative Declaration, you may contact Katherine Glass at kglass@planning.nyc.gov.

TITLE	LEAD AGENCY
Deputy Director, Environmental Assessment and Review Division	Department of City Planning on behalf of the City Planning Commission 120 Broadway, 31st Fl. New York, NY 10271 | 212.720.3328
NAME Stephanie Shellooe	DATE November 13, 2020
SIGNATURE	

TITLE	
Chair, City Planning Commission	
NAME Marisa Lago	DATE November 16, 2020
SIGNATURE	

Project Name: 300 Huntington Street
CEQR # 20DCP080K
SEQRA Classification: Unlisted

Determination of Significance Appendix: (E) Designation

The Proposed Action(s) were determined to have the potential to result in changes to development on the following site(s):

Development Site	Borough	Block and Lot
Projected Development Site 1	Brooklyn	Block 477, Lot 8

(E) Designation Requirements

To ensure that the proposed actions would not result in significant adverse impacts related to hazardous materials, air quality or noise, an (E) designation (**E-563**) would be established as part of approval of the proposed actions on **Projected Development Site 1** as described below:

Development Site	Hazardous Materials	Air Quality	Noise
Projected Development Site 1	**X**	**X**	**X**

Hazardous Materials

The (E) designation requirements applicable to **Projected Development Site 1** for hazardous materials would apply as follows:

Task 1-Sampling Protocol

The applicant submits to OER, for review and approval, a Phase I of the site along with a soil, groundwater and soil vapor testing protocol, including a description of methods and a site map with all sampling locations clearly and precisely represented. If site sampling is necessary, no sampling should begin until written approval of a protocol is received from OER. The number and location of samples should be selected to adequately characterize the site, specific sources of suspected contamination (i.e., petroleum based contamination and non-petroleum based contamination), and the remainder of the site's condition. The characterization should be complete enough to determine what remediation strategy (if any) is necessary after review of sampling data. Guidelines and criteria for selecting sampling locations and collecting samples are provided by OER upon request.

Task 2-Remediation Determination and Protocol

A written report with findings and a summary of the data must he submitted to OER after completion of the testing phase and laboratory analysis for review and approval. After receiving such results, a determination is made by OER if the results indicate that remediation is necessary. If OER determines that no remediation is necessary, written notice shall be given by OER.

If remediation is indicated from test results, a proposed remediation plan must be submitted to OER for review and approval. The applicant must complete such remediation as determined necessary by OER. The applicant should then provide proper documentation that the work has been satisfactorily completed.

A construction-related health and safety plan should be submitted to OER and would be implemented during excavation and construction activities to protect workers and the community from potentially significant adverse impacts associated with contaminated soil, groundwater and/or soil vapor. This plan would be submitted to OER prior to implementation.

Air Quality

The (E) designation requirements applicable to **Projected Development Site 1** for air quality would apply as follows:

In the event that the Gowanus Neighborhood Rezoning is approved, any new commercial development on the proposed property must ensure that the HVAC stack(s) is located no less than 22 feet from the lot line facing Huntington Street to avoid any significant adverse air quality impacts.

Noise

The (E) designation requirements applicable to **Projected Development Site 1** for noise would apply as follows:

In order to ensure an acceptable interior noise environment, future commercial office uses must provide a closed-window condition with a minimum of 26 dBA window/wall attenuation on all facades in order to maintain an interior noise level not greater than 50 dBA for commercial office uses. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, air conditioning.

EAS Figures

Figure 1 Site Location Map



Figure 2 Tax Map



Figure 3 Existing Zoning Map

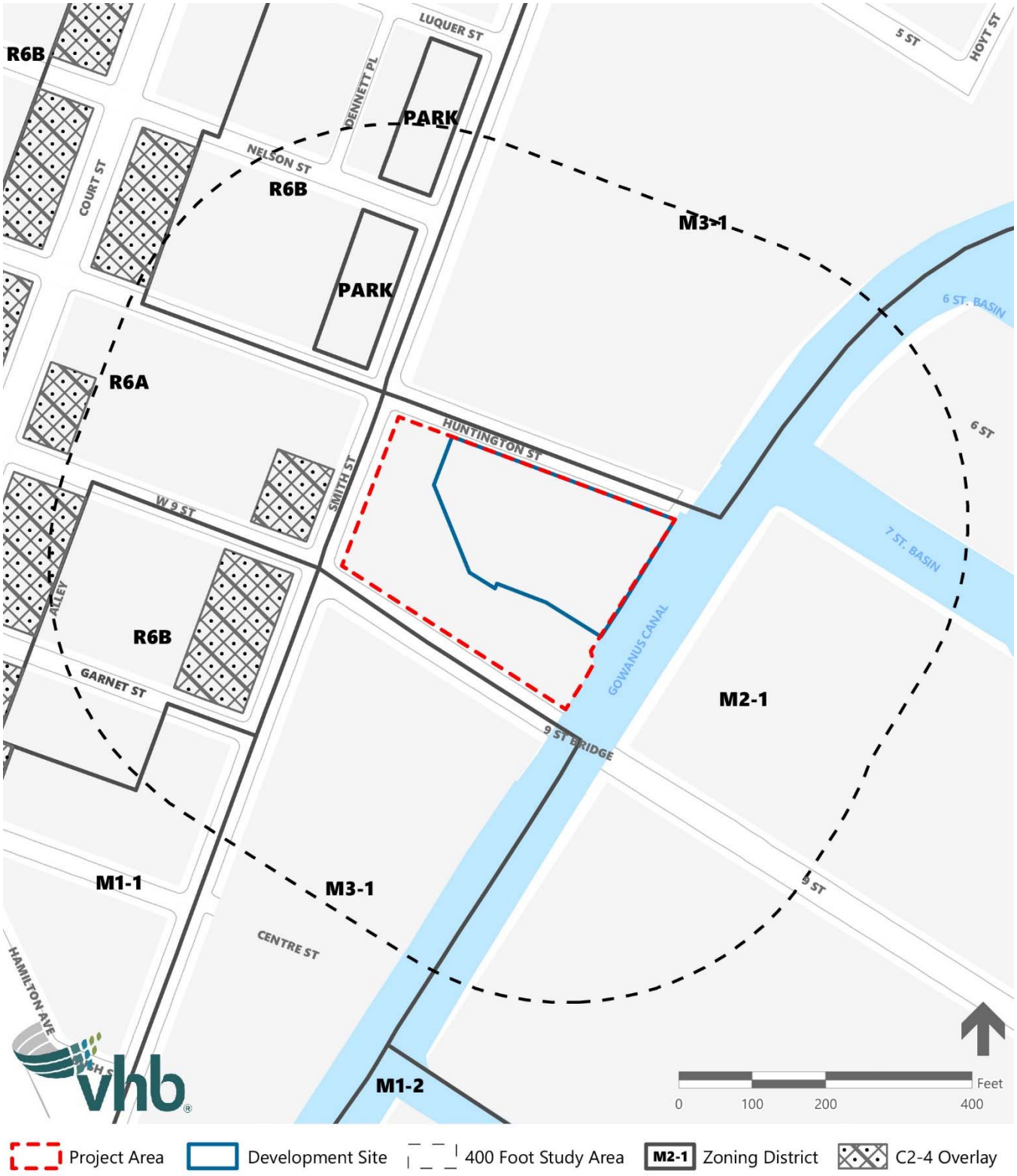


Figure 4 Land Use Map

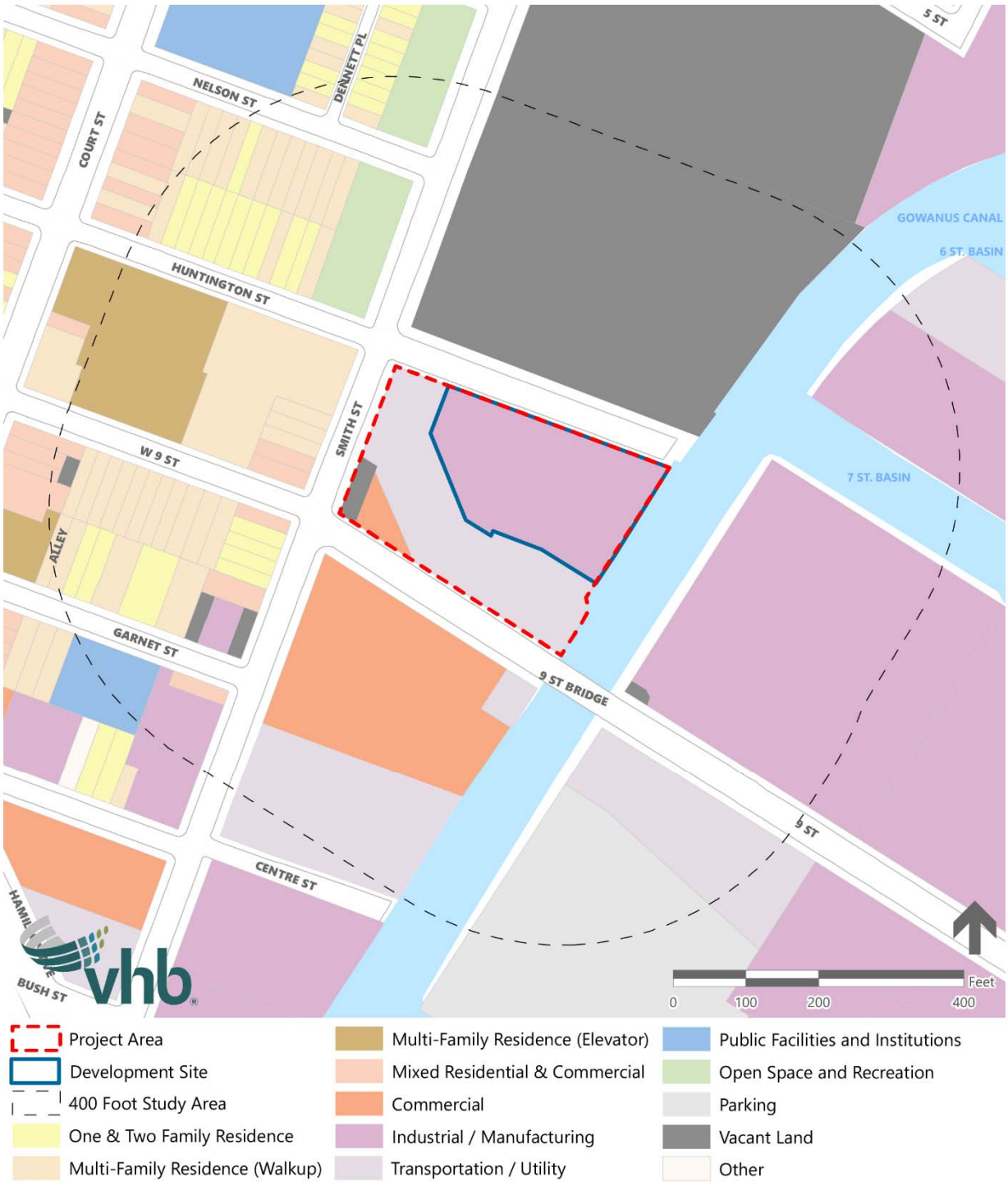


Figure 5 Photo Location Map



Photo 1



View from south side of 9th Street of deli and luncheonette on Lot 48 (center left) and the entrance to Smith-9th Street subway station on Lot 1 (far right)

Photo 2



View of F/G train elevated tracks at Smith-9th Street Station (center right)

Photo 3



View of vacant one-story building on Lot 49 from the southwest corner of Smith Street and 9th Street

Photo 4



View of driveway entrance to Lot 1 from Smith Street

Photo 5



View of the northern frontage of the development site from the north side of Huntington Street

Photo 6



View of the end of Huntington Street facing east from Smith Street (development site is on the right)

Photo 7



View of the western side of the development site and the bottom of the elevated tracks from Huntington Street

Photo 8



View of the development site from Huntington Street

Photo 9



View of the eastern side of the development site and the elevated tracks from Huntington Street

Photo 10



View of the end of Huntington Street fronting the Gowanus Canal

Photo 11



View of the eastern edge of the development site fronting the Gowanus Canal

1

Project Description

This section provides descriptive information about the requested discretionary land use action(s) and the development project that could be facilitated by the requested actions. The purpose of this chapter is to convey project information relevant to the environmental review.

1.1 Introduction

The applicant, 300 Huntington LLC, is requesting a Zoning Map Amendment to rezone the project area from an M2-1 to an M2-3 district to facilitate the development of a 6-story building which would include office space, ground-level retail space, and a contractor shop and yard. The applicant is also seeking five zoning authorizations and one zoning certification. The zoning authorizations are related to design and planting requirements for an approximately 7,548-square-foot shore public walkway that would be developed as part of the project along the portion of the building fronting the Gowanus Canal. The zoning certification is a CPC chair certification for a Waterfront Public Access Area (WPAA).

1.2 Development Site and Project Area

The project area consists of Block 477, Lots 1, 8, 48, and 49 and is bounded by the Gowanus Canal to the east, Huntington Street to the north, Smith Street to the west, and 9th Street to

the south in the Carroll Gardens neighborhood of Brooklyn (see **Figure 1-1**). Lot 1 is owned by the City of New York and is improved with the Smith-9th Street Station and the elevated tracks of the F/G train. Lot 48 is not applicant owned, and totals approximately 3,254 square feet (sf). It is improved with two unattached one-story commercial buildings that together total approximately 2,600 sf. The buildings are occupied by a deli and luncheonette. A very small portion of the luncheonette extends into Lot 1. Lot 49, which is not applicant owned and has a lot area of approximately 2,047 sf, contains a vacant one-story building totaling approximately 2,000 sf. Lot 8, which is the development site and is owned by the applicant, has a lot area of approximately 49,854 sf. The development site, which has 334 feet of frontage along Huntington Street, is unpaved and clear of permanent structures. The development site lot is used intermittently as long-term bus parking and as an open contractor's yard accessed from a curb cut on Huntington Street.

1.3 Area Context

The development site is within the Southwest Brooklyn Industrial Business Zone. It is also located just to the south of a portion of the area proposed to be rezoned as part of the City-sponsored Gowanus Neighborhood Rezoning project. On January 30, 2019, the Department of City Planning released its draft Gowanus zoning proposal, which consists of several proposed actions, including zoning map amendments, zoning text amendments, City map amendments, and approval of an Urban Development Action Area Program (UDAAP). The proposed actions in the Gowanus zoning proposal were developed in response to recommendations identified in the Gowanus Framework, a document developed by the City and released in June 2018 based on extensive outreach and planning with local elected officials and community members. The Gowanus zoning proposal seeks to achieve multiple goals outlined in the Gowanus Framework. It includes areas to support mixed-use growth with affordable housing, areas to maintain and grow Gowanus' commercial and industrial businesses, and special tools to activate ground floors and create new public spaces, including public walkways along Gowanus Canal. As articulated by the City, the proposal is expected to facilitate:

- New homes, including thousands for lower-income New Yorkers;
- New jobs across a variety of sectors;
- Community resources like open space, parks, and schools;
- A resilient shoreline and remediated brownfields;
- New street trees, and Waterfront Access Plan/ecological performativity/green infrastructure; and
- Zoning transit easement to promote new entrances and accessibility at subway stations.

In March 2019, the New York City Department of City Planning (DCP) published the Draft Scope of Work for the proposed land use actions, and a public scoping meeting was held in April 2019.

Figure 1-1 Site Location Map



1.4 Proposed Actions

The applicant is requesting several actions, including:

- Zoning Map Amendment to rezone the project area from an M2-1 to an M2-3 zoning district to reduce the parking requirement;
- In connection with the WPAA, several zoning authorizations pursuant to ZR Section 62-822(b) to modify planting, screening buffer, grade change, and tree pit requirements:
  - Zoning Authorization to allow the project to exceed the maximum 18-inch step down of planting area within 5 feet of a circulation path as permitted under ZR Section 62-61(d)(2);
  - Zoning Authorization to reduce the required percentage of planting area under ZR Section 62-62(c)(1);
  - Zoning Authorization to waive the requirements for a screening buffer between the shore public walkway and the private sidewalk adjacent to the proposed building required under ZR Sections 62-62(c)(2));
  - Zoning Authorization to increase the maximum fence height to exceed 36 inches under ZR Section 62-651(c)(2); and
  - Zoning Authorization to modify the dimensions of the tree pits required under ZR Section 62-655(a)(1).
- Zoning Certification pursuant to ZR Section 62-811 (Waterfront public access and visual corridors). Since WPAAs are not required for predominantly manufacturing buildings, and the proposed project would have both manufacturing and commercial uses, the certification affords the flexibility for a proportion of either use based on programmatic needs.

1.5 Proposed Project

The proposed project on the development site would have a mix of Use Group 17 (manufacturing use) and Use Group 6 (commercial use) for a total floor area ratio (FAR) of 2.0. As currently contemplated, the proposed project would include approximately 80,219 gross square feet (gsf) of office use, 12,288 gsf of retail use, and 3,471 gsf for a contractor shop with an additional 15,489 square feet for use as a contractor yard. Additional space within the building would be dedicated to building services, which consist of lobby space, bike storage, and loading berths. Overall, the building would total approximately 101,755 gsf (99,667 zsf).

The proposed project would have transparent glazing at the ground floor, and the retail space would be located on the ground floor, accessible from both Huntington Street and the WPAA. The applicant intends to occupy approximately 20,000 sf of the proposed development and would lease the remaining space to tenants. Loading would be provided in the rear of the building.

See **Figure 1-2**, **Figure 1-3, Figure 1-4** and **Figure 1-5** for graphics representing the proposed project.

Along the Gowanus Canal, the building would rise three stories; along Huntington Street and behind the Gowanus Canal portion of the building, the project would rise six stories to an approximate height of 86 feet.

An approximately 7,548 sf WPAA, a proposed shore public walkway, would be provided as part of the proposed project at the time of the build year in 2023 (see **Figure 1-6** for an illustrative representation). The shore public walkway would follow the edge of the bulkhead and extend to the northern street line of Huntington Street. Based on the specifications of the New York City Fire Department, a turnaround would be provided at the end of Huntington Street, without disruption to the WPAA. The WPAA would include circulation paths, elevated planted areas (lifted grove) with space for linear seating, planting areas with a variety of trees, shrubs, perennials, a stormwater spillover terrace, and absorptive planting beds. At the end of Huntington Street, the applicant proposes to construct a stepped terrace that would provide seating opportunities while also providing planting intended to absorb runoff from the street.

The applicant proposes to dedicate a triangular portion of the development site (approximately 97 feet long by 21 feet wide) fronting Huntington Street as a Public Access Area (the "PAA"). The PAA would provide a connection from the WPAA to allow pedestrian access from Huntington Street. It would also encompass the portion of the fire access turnaround that overlaps the development site. The applicant would maintain a minimum 10-foot-wide path of unobstructed access through the PAA where it connects to the northern portion of the WPAA.

In addition to being located along Huntington Street, the retail space would also be located adjacent to and would open to the lifted grove area of the WPAA.

Figure 1-2 Site Plan

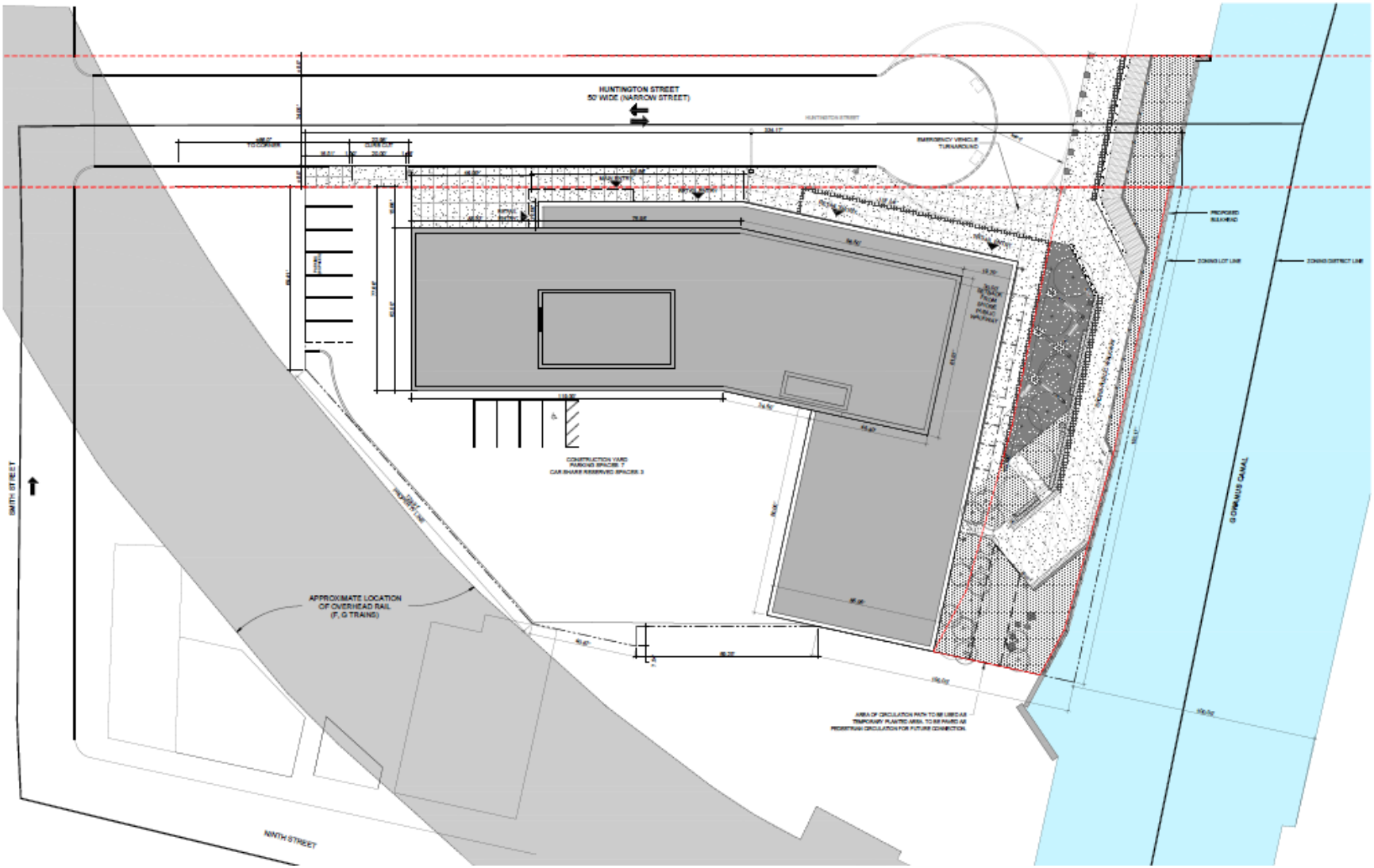


Figure 1-3 Section

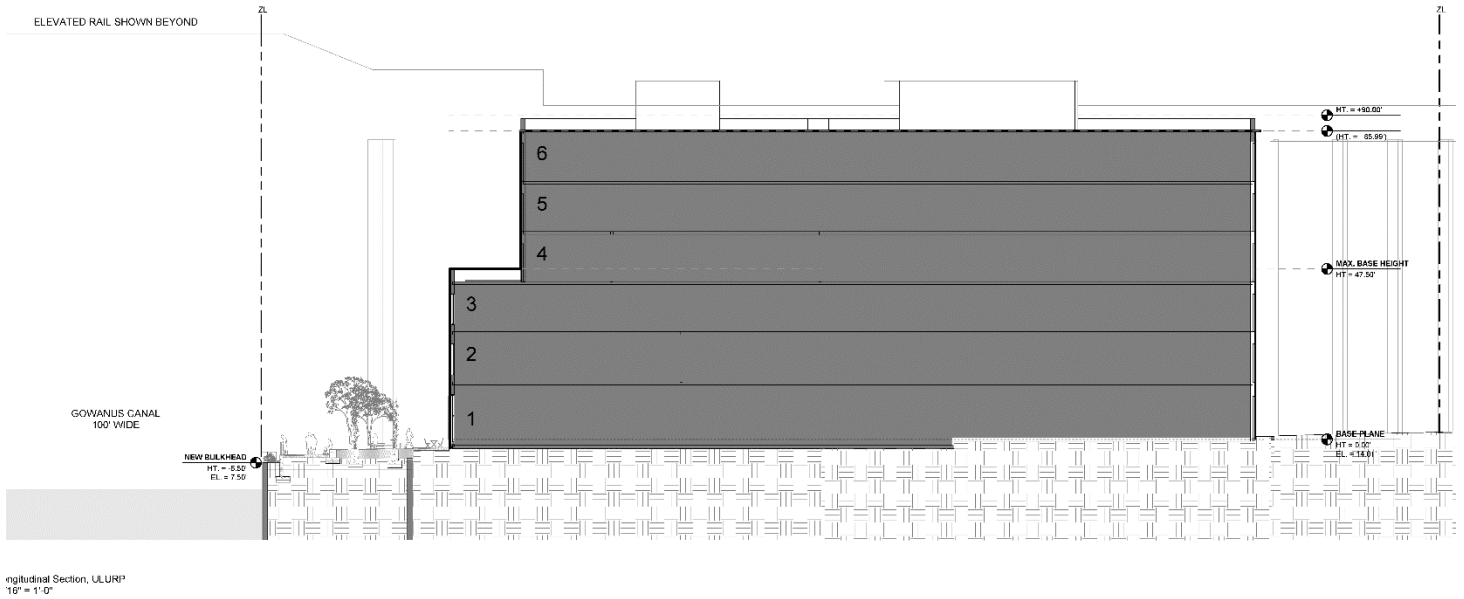


Figure 1-4 Illustrative Rendering



Figure 1-5 Illustrative Renderings

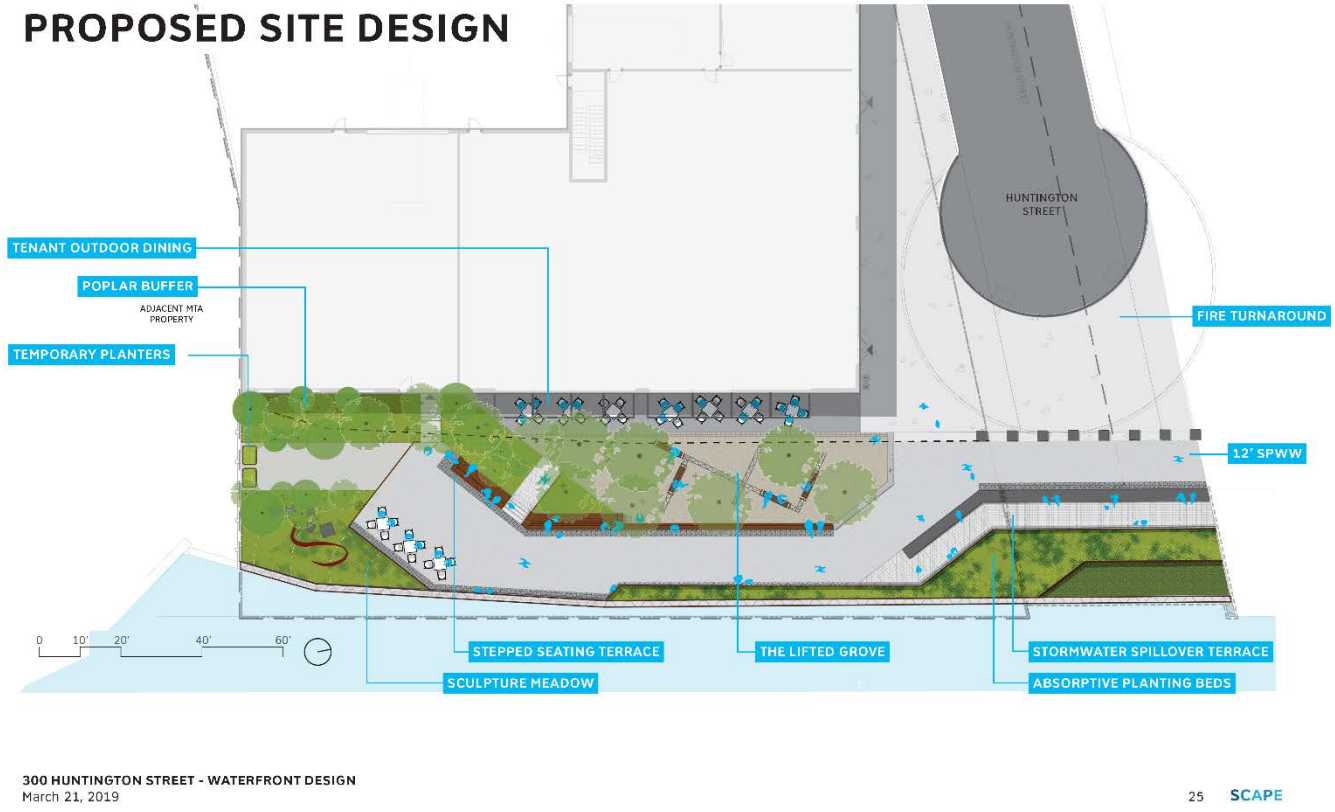


Proposed Building, View East from Huntington Street



Proposed Building, View North from Smith/9th Street Station

Figure 1-6 Illustrative Image of Shore Public Walkway



1.6 Project Purpose and Need

The proposed actions would facilitate the redevelopment of an underutilized site on the Gowanus Canal with a new development that would provide the applicant with a consolidated office and construction yard and space to lease to tenants. In addition, the project would provide publicly accessible waterfront open space, and the proposed retail uses would activate Huntington Street.

The proposed rezoning to M2-3 would allow the applicant to construct 2.0 FAR (95,978 gsf), the same amount of floor area as permitted under existing zoning (M2-1) as these districts have the same bulk and use requirements. However, the M2-3 zoning district has different parking requirements than the M2-1 district. Whereas M2-1 districts require 1 accessory parking space per 300 sf of floor area for Use Group 6 and 1 accessory parking space per 2,000 sf of floor area (or 1 per 3 employees) for Use Group 17 (Parking Requirement Category B ["PRC-B"][1]), M2-3 districts do not require parking. Under existing zoning, the proposed project would need to provide over 300 parking spaces at the site; it is not possible to provide this number of spaces at the site due to the high water table and also provide a mix of office, retail, and contractor space along with a shore public walkway.

The applicant believes that the existing parking requirements run counter to the City's goal of promoting transit-accessible development and employment opportunities in Industrial Business Zones. The applicant also believes that the proposed M2-3 district is appropriate for Brooklyn near waterfront areas, particularly for areas that are proximate to mass transit, like the development site, which is directly below the elevated Smith-9th Street station for the F and G lines. Further, the applicant believes that the proposed uses at the development site under the M2-3 rezoning would be consistent with surrounding M2-1 and M2-3 districts, that the zoning change allows for the same uses, and that the proposed uses do not necessitate the parking requirements for the district due to their nature and the proximity of the development site to transit. In addition, the applicant believes the proposed uses are compatible with the uses surrounding the site which include commercial, mixed-use, and manufacturing uses.

The applicant is filing for a Certification of a Waterfront Public Access Area concurrently with the proposed zoning map amendment to provide a green and resilient public amenity. This WPAA would connect with DCP's proposed Gowanus WAP, and its design elements and retail frontage facing the water would add to and support an active and resilient Gowanus waterfront.

The zoning authorization pursuant to ZR Section 62-822(b) to reduce the planting requirement from the required 50% under ZR Section 62-62(c)(1) to approximately 28-29% would help facilitate the activation of grove areas with accessible seating and other usable space. The authorization to waive the requirement for a screening buffer between the elevated grove and the private outdoor space adjacent to the proposed building under ZR Sections 62-62(c)(2) would allow for continuity of social spaces, both inside and outside of the WPAA, which provide a visual connection to the Gowanus and the shore public walkway.

[1] PRC-B includes local retail or services uses (i.e. bakeries, restaurants, department and appliance stores), which generate a high traffic volume.

The authorization to modify the maximum grade change under ZR Section 62-61(d)(2) would provide a maximum grade change of 40 inches to allow for a diverse pedestrian experience along the waterfront, while addressing flood mitigation and storm water management. The authorization to modify the dimensions of the tree pits required under ZR Section 62-655(a)(1) would make occupiable areas beneath the tree canopy a wheelchair-accessible surface. The authorization to modify the maximum fence height under ZR section 62-651(c)(2) would increase safety along the waterfront.

The applicant believes that the proposed WPAA would provide a unique and valuable public amenity that effectuates the goals of the Gowanus Study.

1.7 Analytical Framework and Reasonable Worst-Case Development Scenario

The 2014 *CEQR Technical Manual* will serve as guidance on the methodologies and impact criteria for evaluating the potential environmental effects of the proposed project that would result from the proposed actions. The CEQR assessment examines the incremental differences between the RWCDS of the future without the proposed actions in place (No-Action condition) and the future with the proposed actions in place and the associated development (With-Action condition).

Analysis (Build) Year

Assuming receipt of project approvals in 2020 and a construction period of up to 24 months, it is expected that the project would be fully occupied by 2023.

Future No-Action Condition

In the No-Action condition, it is expected that existing conditions would remain, and the development site would continue to be used intermittently as a contractor yard and lot for bus storage. As noted above, as-of-right construction under the M2-1 zoning district requires 1 parking space per 300 sf of floor area for Use Group 6 and 1 accessory parking space per 2,000 sf of floor area (or 1 per 3 employees) for Use Group 17 (PRC-B); this parking requirement precludes most development at the site (see "Purpose and Need," above).

Independent of the proposed actions, DCP is proposing updates to the Flood Resilience Zoning Text (the "2013 Flood Text") and Special Regulations for Neighborhood Recovery ("2015 Recovery Text"), which were adopted on an emergency-basis after Hurricane Sandy. These zoning text amendments were adopted to advance the reconstruction of storm-damaged properties and enable new and existing buildings to comply with flood-resistant construction standards set forth in Appendix G of the New York City Building Code. These rules are set to expire; therefore, DCP will update and make permanent these existing temporary rules. The anticipated text amendment is described in detail in Section 2.1, "Land Use, Zoning, and Public Policy." The text amendment is expected to be in public review concurrent with the proposed actions. Since these zoning changes would affect the Project

Area, their relevant and applicable effects (as currently known) will be analyzed as part of this environmental review to provide a conservative analysis.

Future With-Action Condition

In the With-Action condition, Lots 1, 48, and 49 are expected to remain in their current condition. Lots 1, 48, and 49 are not considered "soft sites." Lot 1 contains the elevated F and G lines and the Smith-9th Street Station and cannot be redeveloped. The proposed rezoning would not change the allowable floor area that could be developed, and while the proposed actions would reduce the parking requirement for development on these sites, neither Lot 48 nor 49 would be expected to be redeveloped as a result of the proposed actions.

Lot 49 could be redeveloped under existing zoning to a maximum of 2 FAR without providing any parking (as it would be a development of less than 4,500 zsf); therefore, the proposed action would not change the development potential of this site.

While development on Lot 48 could be facilitated by the proposed actions due to the reduction in the parking requirement, the site is irregularly shaped and encumbered by the above-grade right-of-way for the F-train; in addition, it is occupied by two existing active businesses. Therefore, the proposed actions would not be expected to result in redevelopment on this site.

The development site (Lot 8) would be redeveloped with the proposed project described above.

As discussed above, the proposed project on the development site would have a mix of Use Group 17 (manufacturing use) and Use Group 6 (commercial use) for a total FAR of 2.0. As currently contemplated, the proposed project would include approximately 80,219 gross square feet (gsf) of office use, 12,288 gsf of retail use, and 3,471 gsf for a contractor shop with an additional 15,489 square feet for use as a contractor yard. Additional space within the building would be dedicated to building services, which consist of lobby space, bike storage, and loading berths. Overall, the building would total approximately 101,755 gsf (99,667 zsf).

As part of the project, an approximately 7,548 square foot WPAA, or shore public walkway, would be provided along the Gowanus Canal.

Increment for Analysis

The proposed actions would result in a net increase of approximately 101,755 gsf of commercial and manufacturing area over the No-Action condition, consisting of 12,288 gsf of retail space and 80,219 gsf of office space (see **Table1-1**). The EAS will analyze the incremental increase in retail and office gsf in the With-Action condition. Because the site is already used intermittently as a contractor yard, the contractor yard and shop will not be analyzed as an incremental use.

Table 1-1 Future No-Action and With-Action Comparison

	No-Action Condition	With-Action Condition	Increment
Contractor Shop	3,471	3,471	0
Retail	0	12,288	+ 12,288
Office	0	80,219	+ 80,219
Building Service Space[2]		5,777	+5,777
Accessory Parking Spaces	0	0	0
Total	3,471	101,755	98,284

[2] Consisting of lobby space, bike storage, and loading berths.

2.1

Land Use, Zoning, and Public Policy

This section considers the potential for the proposed action to result in significant adverse impacts to land use, zoning, and public policy. Under the guidelines of the 2014 *City Environmental Quality Review (CEQR) Technical Manual*, this analysis evaluates the uses in the area that may be affected by the proposed action and determines whether the proposed action is compatible with those conditions or may otherwise affect them. The analysis also considers the proposed action's compatibility with zoning regulations and other public policies applicable to the area.

2.1.1 Introduction

The applicant, 300 Huntington LLC, is seeking several discretionary actions (see **Section 1, Project Description**) to facilitate the development of a 6-story, approximately 101,221 gsf building with ground-floor retail space, upper-level office space, a contractor yard and a shop, and a shore public walkway.

2.1.2 Methodology

This analysis of land use, zoning, and public policy follows the guidelines set forth in the *CEQR Technical Manual* for a preliminary assessment (Section 320). According to the *CEQR Technical Manual*, a preliminary land use and zoning assessment:

- Describes existing and future land uses and zoning information, and describes any changes in zoning that could cause changes in land use;
- Characterizes the land use development trends in the area surrounding the project site that might be affected by the proposed action; and
- Determines whether the proposed project is compatible with those trends or may alter them.

The following assessment method was used to determine the potential for the proposed project to result in significant adverse impacts on Land Use, Zoning, and Public Policy:

1. Establish a "study area", a geographic area surrounding the project site to determine how the proposed project may affect the immediate surrounding area. For this assessment, a study area of 400 feet surrounding the development site was used.
2. Identify data sources, including any public policies (formal plans, published reports) to be used to describe the existing and No-Action conditions related to Land Use, Zoning, and/or Public Policy.
3. Assess the proposed project's potential effects on Land Use, Zoning and Public Policy to determine whether the proposed project is consistent with or conflicts with area land uses, zoning, or the identified policies.
    - If a proposed project could conflict with the identified policies, a detailed assessment would be conducted; or
    - If the proposed project is found to not conflict with the identified policies, no further assessment is needed.

2.1.3 Assessment

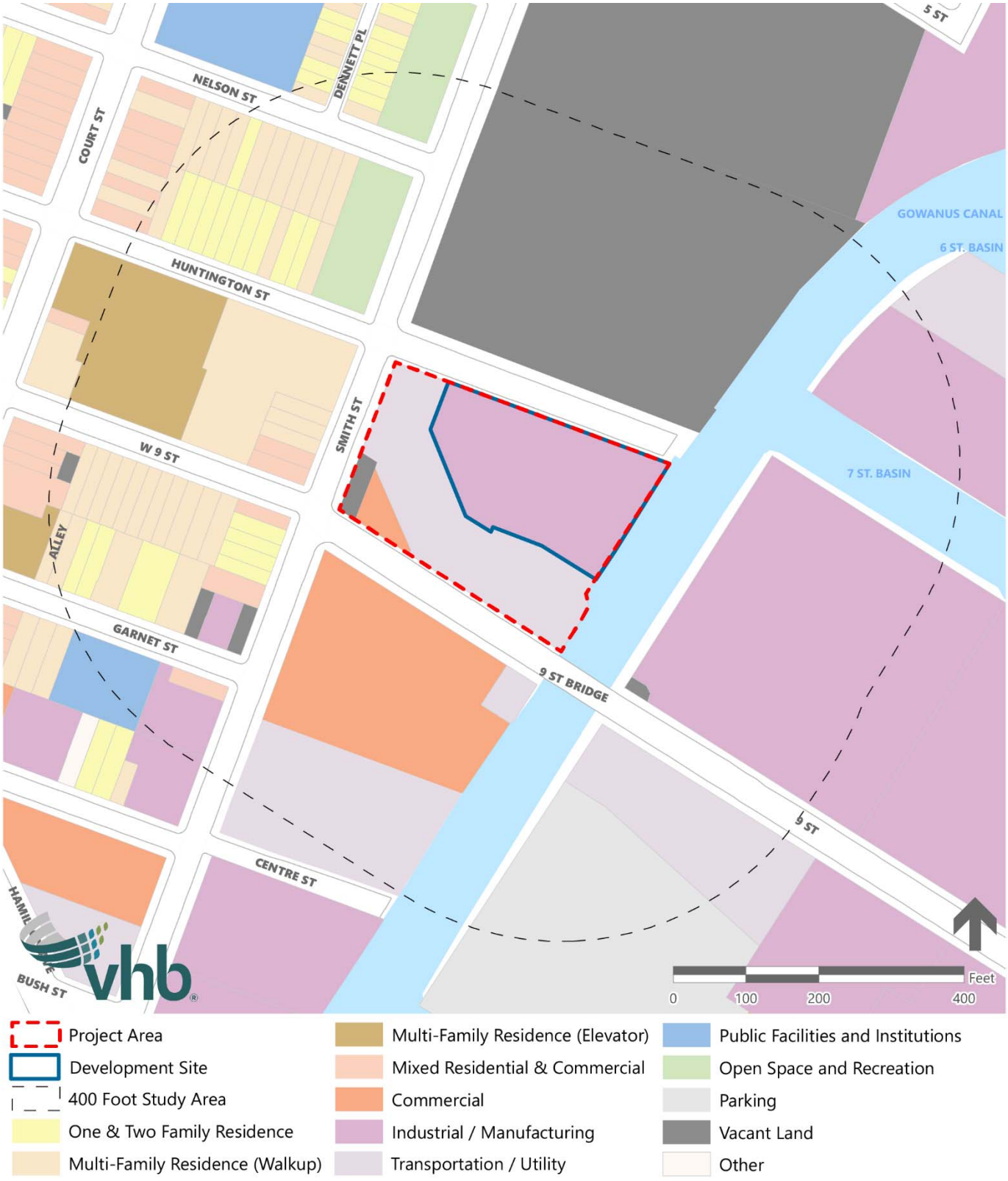
Existing Conditions

Land Use

Development Site

The development site consists of Brooklyn Block 477, Lot 8. As shown in **Figure 2.1-1**, the development site is currently vacant and used intermittently as long-term bus storage and as an open contractor's yard accessed from Huntington Street.

Figure 2.1-1 Land Use Map



Study Area

The study area contains a mix of uses, with predominantly residential uses concentrated along Huntington and 9th Streets to the west of the project area and industrial uses south of Garnet Street and east of the Gowanus Canal (see **Figure 2.1-1**).

Within the project area, Lot 1 is designated as transportation use and is improved with the Smith-9th Street Station and the elevated tracks of the F/G train. The space underneath Lot 1 is used as storage for New York City Transit. Lot 48 is designated as commercial use and is improved with two one-story commercial buildings that are occupied by a deli and a luncheonette. Lot 49 is an industrial/manufacturing lot that contains a vacant one-story building.

To the north of the development site on Huntington Street east of Smith Street is a six-acre vacant parcel. This site, which is privately-owned, is currently being remediated along with two City-owned parcels farther north (outside the study area). This parcel is within the City's proposed Gowanus Neighborhood Rezoning area (see discussion below).

The area west of the project area consists predominantly of 2- to 3-story one- and two-family homes, 3- and 4-story multi-family walk-up buildings, and 3-story mixed-use buildings fronting Smith Street. Farther west outside the study area is Court Street, a local retail corridor. A 10-story multi-family elevator building is located approximately one block west of the project area. In the northwest of the study area is a church, which is located partially within the study area. Also within this portion of the study area is the newly renovated and reopened St. Mary's Playground. This open space is located under the elevated F/G subway line. There is also some local retail in this area including restaurants, delis, and a salon.

In the southwest portion of the study area are two vacant lots near the corner of Smith Street and Garnet Street as well as some industrial/manufacturing uses that consist of 1- to 2-story warehouses. One public facility, a 1-story independent living home, is located along Garnet Street.

The lot directly south of the project area is designated as commercial use and contains a car wash as well as commercial office and yard space for rent. Farther south is a terminal for the Bayside Fuel Oil Depot.

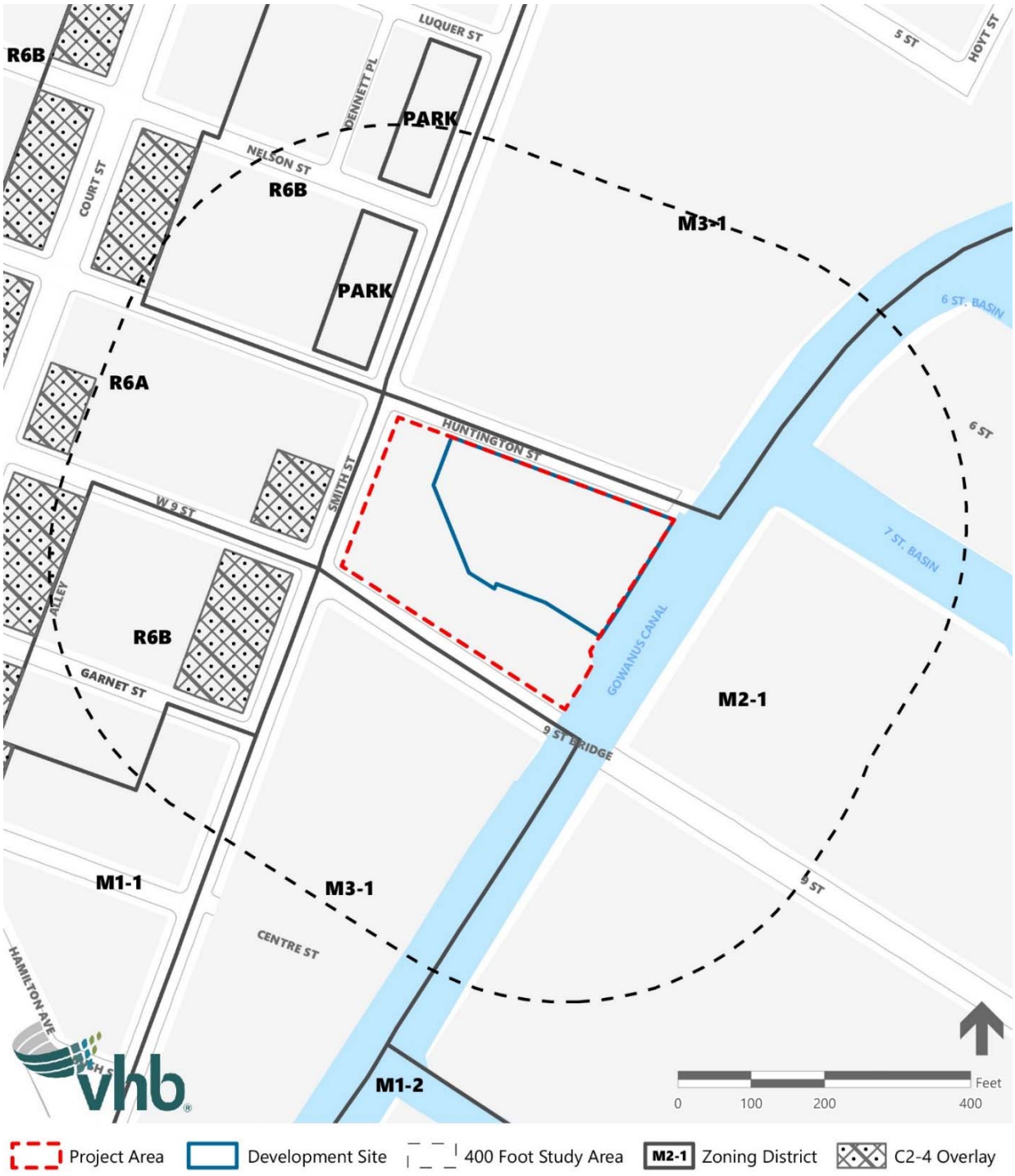
Uses east of the Gowanus Canal are primarily industrial/manufacturing and consist of 1- to 2-story warehouses. A parking facility is located southeast of the project area. One lot located northeast of the project area is designated for gas/electric utility use and is owned by National Grid. The area southeast just outside of the study area consists of some commercial uses, which include a Lowe's and accessory parking lot and a building containing a gym, a clinic, a building materials store, and unleased space.

Zoning

The project area and the area east of the Gowanus Canal are within an M2-1 district (see **Figure 2.1-2**). M2 districts occupy the middle ground between light and heavy industrial areas. M2-1 districts allow a maximum FAR of 2.0. Buildings are governed by a sky exposure plane that begins at a height of 60 feet before setback of 20 feet on wide streets or 15 feet

on narrow streets. M2-1 districts require 1 accessory parking space per 300 sf of floor area for Use Group 6 and 1 accessory parking space per 2,000 sf of floor area for Use Group 17.

Figure 2.1-2 Existing Zoning Map



The areas north and south of the project area are zoned M3-1. M3 districts are designated for areas with heavy industries that generate noise, traffic or pollutants. Typical uses include power plants, solid waste transfer facilities and recycling plants, and fuel supply depots. M3-1 districts allow a maximum FAR of 2.0 and require 1 accessory parking space per 300 sf of floor area. Similar to M2-1 districts, buildings in M3 districts are governed by a sky exposure plane beginning at 60 feet before setback. As discussed in more detail below, the City is proposing a rezoning of the M3-1 district north of the development site.

The area directly west of the project area is zoned R6A with a C2-4 overlay along Smith and Court Street. R6A is a contextual district where the Quality Housing bulk regulations are mandatory. These regulations produce high lot coverage, six- to eight-story apartment buildings set at or near the street line. R6A districts allow a maximum FAR of 3.0, a maximum base height of 60 feet, and a maximum building height of 70 feet. Commercial overlays are mapped along streets that serve local retail needs. Typical retail uses include neighborhood grocery stores, restaurants and beauty parlors. C2 districts permit a slightly wider range of uses, such as funeral homes and repair services. C2-4 overlays mapped within R6 districts allow a maximum commercial FAR of 2.0.

The southwest portion of the study area consists of an M1-1 district as well as an R6B district with a C2-4 overlay on Smith Street. M1 districts typically include light industrial uses, such as woodworking shops, repair shops, and wholesale service and storage facilities. Offices, most retail uses, and some community facilities uses such as houses of worship, are also permitted. M1-1 districts allow a maximum FAR of 1.0 and require 1 accessory parking space per 300 sf. Buildings are governed by a sky exposure plane beginning at a height of 30 feet. The area northwest of the project area consists of an R6B district. R6B districts allow a maximum FAR of 2.0, a maximum base height of 40 feet, and a maximum height of 50 feet.

Public Policy

Waterfront Revitalization Program

The project site is located within the Coastal Zone Boundary. Therefore, policies related to the Waterfront Revitalization Program (WRP) apply to the proposed project.

The WRP is the City's principal Coastal Zone management tool and establishes a broad range of public policies for the City's coastal areas. The guiding principle of the WRP is to maximize the benefits derived from economic development, environmental conservation, and public use of the waterfront, while minimizing the conflicts among these objectives. The WRP was originally adopted in 1982. The recent revisions include incorporation of climate change and sea level rise considerations to increase the resiliency of the waterfront area, promotion of waterfront industrial development as well as commercial and recreational waterborne activities, increased restoration of ecologically significant areas, and best practices for the design of waterfront open spaces. Because the project is located in the Coastal Zone, and requires local, State, and/or Federal discretionary actions or review, an assessment of the project's consistency with applicable WRP policies was conducted.

Industrial Business Zones

The development site is within the Southwest Brooklyn Industrial Business Zones (IBZ). IBZs are geographic areas that were established to protect existing manufacturing districts and encourage industrial growth. This designation fosters high-performing business districts by creating competitive advantages over locating in areas outside of New York City.

As a follow up to the Gowanus Neighborhood Study Framework (Gowanus Framework) released in the spring of 2018 (see discussion below), the New York City Department of City Planning (DCP), agency partners, and local stakeholders are leading a public engagement effort to develop a shared vision for the southern part of Gowanus within the Southwest Brooklyn IBZ and neighboring blocks. The central goal of the study is to support business growth, create a land use framework, and identify priority infrastructure and workforce development needs that can reinforce the area as a 21st century jobs hub for industrial and commercial uses.

Gowanus Neighborhood Rezoning

On January 30, 2019, DCP released its draft Gowanus zoning proposal, which consists of several proposed actions, including zoning map amendments, zoning text amendments, City map amendments, and UDAAP. The proposed actions were developed in response to recommendations identified in the Gowanus Framework, a document developed by the City based on extensive outreach and planning with local elected officials and community members. The Gowanus zoning proposal seeks to achieve multiple goals outlined in the Gowanus Framework. It includes areas to support mixed-use growth with affordable housing, areas to maintain and grow Gowanus' commercial and industrial businesses, and special tools to activate ground floors and create new public spaces, including public walkways along Gowanus Canal. The proposal is expected to facilitate:

- New homes, including thousands for lower-income New Yorkers;
- New jobs across a variety of sectors;
- Community resources like open space, parks, and schools;
- A resilient shoreline and cleaned-up brownfields; and
- New street trees and WAP/ecological performativity/green infrastructure; and
- Zoning transit easement to promote new entrances and accessibility at subway stations.

In March 2019, DCP published the Draft Scope of Work for the proposed land use actions. In April 2019, a scoping meeting was held to discuss the scope of analysis for the project's draft Environmental Impact Statement (EIS).

The current Gowanus Neighborhood zoning proposal does not include Block 477, the project area described in this EAS. However, if adopted, the Gowanus Neighborhood zoning proposal would rezone the area immediately to the north of the project area to a special district designation that would permit residential and appropriate non-residential space including commercial, light-industrial, arts-related, cultural, civic, and repair and production service. Floor Area incentive to provide non-residential space on site would allow a total

maximum FAR up to 5.0. Waterfront access requirements would apply, and a Waterfront Access Plan (WAP) is proposed to establish unique waterfront design requirements and flood-resilient public access along the canal.

The EPA is also planning a cleanup of the Gowanus Canal Superfund site. Efforts will include removal of contaminated sediments from the bottom of the canal, dredging, and capping of the canal bed. The cleanup plan also includes controls to reduce combined sewer overflow (CSO) discharges and other land-based pollution, to better maintain conditions of the canal after cleanup. The sediment removal process has begun, and full-scale dredging is anticipated to start in 2020.

Zoning for Coastal Flooding Resiliency

As discussed in Chapter 1, "Project Description", DCP is proposing updates to the Flood Resilience Zoning Text (the "2013 Flood Text") and Special Regulations for Neighborhood Recovery ("2015 Recovery Text"), which were adopted on an emergency-basis after Hurricane Sandy. These zoning text amendments were adopted to advance the reconstruction of storm-damaged properties and enable new and existing buildings to comply with flood-resistant construction standards set forth in Appendix G of the New York City Building Code. These rules are set to expire and DCP is updating and making permanent these rules. As currently set forth by DCP, the updated and permanent rules will:

1. Expand the geography where optional zoning rules apply to the 0.2% annual chance floodplain, in addition to the 1% annual chance floodplain, to facilitate buildings to make investments in small resiliency improvements or otherwise proactively meet or exceed flood-resistant construction standards;
2. Allow optional flexibility to measure the building envelope from a reference plane that can be placed anywhere between the Design Flood Elevation (DFE) and 10 feet above grade (for lots where at least a portion is located within the 1% annual chance floodplain) or a reference plan that can be placed anywhere between grade and 5 feet above grade (for lots where at least a portion is located within the 0.2% annual chance floodplain), so building owners can accommodate projected sea level rise when designing new buildings or retrofitting existing ones;
3. Allow wet-floodproofed ground floors to be exempted from floor area, and a portion of dry floodproofed non-residential ground floors to be exempted from floor area under certain circumstances, to better create accessible and inviting streetscapes;
4. Allow flexibility for existing non-compliant and/or non-conforming buildings to be retrofitted or reconstructed to meet or exceed flood-resistant construction standards, under certain circumstances;
5. Allow more flexibility with permitted obstruction rules for buildings to locate mechanical, electrical and plumbing equipment above the DFE, including emergency generators, and allow flood protection measures as permitted obstructions on open areas;
6. Create rules that facilitate the reconstruction of damaged buildings to allow the City to more quickly recover from future disasters and limit the growth of nursing homes with residents who have negative health consequences when subject to mandatory evacuation would be adopted.

7. Require buildings utilizing the allowances in the text amendment to meet streetscape mitigation regulations to help alleviate the effects of elevated access and potential blank walls caused by resiliency needs;
8. Modify provisions applying in the waterfront areas to ensure that existing waterfront regulations allow sites to incorporate flood risk and sea level by giving flexibility in grading and shoreline design.

The text amendment is expected to be in public review concurrent with the Proposed Actions. Since these zoning changes would affect the Project Area, their relevant and applicable effects (as currently known) will be analyzed as part of this environmental review in order to provide a conservative analysis.

No-Action Condition

In the No-Action condition, the project area would remain as in existing conditions. There would be no development that could be constructed at the development site under the M2-1 zoning district as the parking requirement of 1 space per 300 sf of floor area precludes most development at the site.

Land Use and Zoning

Under the No-Action condition, the development site would remain vacant and would continue to be used as a contractor's yard. Within the project area, the F/G line, deli, luncheonette, and vacant building would remain in their current condition. Therefore, there would be no changes to land use patterns.

There are no known zoning changes that are anticipated to affect the development site or the areas to the west, south, and east of the project area. As discussed above, to the north of the development site, the City's proposed Gowanus Neighborhood Rezoning could be approved by the 2023 analysis year and the parcel to the north would be rezoned as described above. Similarly, Zoning for Coastal Flood Resiliency (ZCFR) could be enacted.

Public Policy

In the future No-Action condition, no changes to public policies are anticipated.

With-Action Condition

In the With-Action condition, the development site would be redeveloped with a 6-story (86 feet tall), approximately 101,755 gsf building with ground-floor retail, upper-level office space, and a contractor's yard in the rear of the building. The proposed project would also have a 7,550-sf shore public walkway along the Gowanus Canal.

Land Use and Zoning

In the With-Action condition, the development site would replace a predominantly vacant site used as long-term vehicle storage and a contractors' yard with a new building containing retail and offices uses as well as the continuation of the contractor's yard use. In

addition, the project would provide publicly-accessible open space along the Gowanus Canal in the form of a shore public walkway. These proposed uses would be consistent with the mix of uses in the study area, which include residential, open space, commercial, and industrial uses. These uses are also consistent with those proposed as part of the future Gowanus rezoning, which include mixed-use commercial, residential and industrial uses as well as increased open space. The proposed development would also increase density in an area located near transit, since the subway is directly adjacent to the development.

The applicant is requesting a Zoning Map Amendment to rezone the project area from an M2-1 to an M2-3 zoning district. Under existing zoning, there would be no development that could be constructed on the development site as-of-right as the parking requirement would preclude most development at the site. M2-3 allows for moderate manufacturing and warehouse uses with a FAR of 2.0. This zoning district allows for a maximum base height before setback of 60 feet. The proposed rezoning to M2-3 would allow the applicant to construct the same amount of floor area as under the existing M2-1 zoning as these districts have the same bulk and use requirements. However, M2-3 districts do not require parking. In addition, the rezoning would be limited to the project area and would, therefore, not result in zoning changes to the surrounding area.

The applicant is also requesting several zoning authorizations related to planting and design requirements in connection with the shore public walkway, and a certification for the WPAA. These actions would be limited to the development site and would not result in zoning changes to the surrounding area.

Public Policy

Waterfront Revitalization Program

Given that the development site is located within the New York City Coastal Zone, the proposed development is subject to review for its consistency with the City's Waterfront Revitalization Program. In accordance with the guidelines of the *CEQR Technical Manual*, an evaluation of the proposed project's consistency with the WRP policies was undertaken and reviewed by the Department of City Planning (WRP #18-130). This preliminary evaluation requires completion of the WRP Consistency Assessment Form (CAF), which contains a series of questions designed to screen out those policies that would have no bearing on a consistency determination for a proposed action (see **Appendix A**). The CAF lists the WRP policies and indicates whether the proposed project would promote or hinder that policy, or if that policy would not be applicable. For any policies which may be affected, this section provides additional information. As detailed in **Appendix A**, the proposed project would be consistent with WRP policies.

To summarize, the proposed project would be consistent with Policy 1 because it would develop an underutilized waterfront site with uses that are compatible with surrounding uses, would enliven the existing streetscape and waterfront, and would be in an area where public facilities and infrastructure are adequate. It would support policy 5 because it would limit stormwater discharge and the project would implement a Stormwater Pollution Prevention Plan (SWPPP). It would support Policy 6 through elevation of the first floor to above design flood elevation, elevation of critical equipment, inclusion of a shore public

walkway, and flood tolerant species plantings, among other stormwater measurements. The proposed project would be consistent with Policy 7 by complying with the (E) designation placed on site; the (E) designation would require completion of a Phase I ESA; a Remedial Investigation Work Plan (RIWP); a site-specific Health and Safety Plan (HASP); and, if remediation is determined to be necessary by the Office of Environmental Remediation (OER), completion of a Remedial Action Plan (RAP) and Construction Health and Safety Plan (CHASP). Compliance with the (E) designation requirements is overseen by OER. Finally, the proposed project would comply with Policy 8 and provide public access to coastal waters through the creation of the shore public walkway on the Gowanus canal.

The Waterfront Open Space Division, on behalf of the New York City Coastal Commission, having reviewed the waterfront aspect of this action, found that the actions would not substantially hinder the achievement of any WRP policy and determined the project to be consistent with the WRP policies.

Industrial Business Zones

As mentioned previously, IBZs were established to protect existing manufacturing districts and encourage industrial growth. The proposed project would consist of commercial and manufacturing uses and would be consistent with the goals of the Southwest Brooklyn IBZ. It would transition an underutilized and unenclosed industrial site to a modern facility for existing active business and provide space for both industrial use and accessory office use.

Gowanus Neighborhood Rezoning

Although the project area is not located within the rezoning area, the proposed project would be consistent with the goals of the Gowanus Neighborhood Rezoning. The proposed project would consist of a mix of commercial and manufacturing uses and would have a waterfront public access area, which would incorporate some floodproofing measures such as absorptive planting beds and a stormwater spillover terrace. The proposed project would be consistent with the Gowanus Neighborhood Rezoning's goals of maintaining and growing Gowanus' commercial and industrial businesses; creating new public spaces, including public walkways and activation along Gowanus Canal; eliminating onerous parking requirements for job-generating uses; and creating a resilient shoreline.

Zoning for Coastal Flood Resiliency

The implementation of ZCFR would allow developers to opt to measure height from a Reference Plane up to 10' above the Design Flood Elevation, which could result in a building up to 10' taller. The proposed development is consistent with the proposed ZCFR given that the first floor is elevated above the design flood elevation but still meets its needs by providing an active ground floor and office space. If further elevated, the contractor shop and yard would lose important connections with the area that is accessible by trucks and other equipment at ground level in the rear of the building. It would also mean that retail could not be connected with the waterfront public access area. Therefore, even if ZCFR was enacted prior to this building being designed, the current design of the proposed building would still be the most likely outcome to both meet resiliency needs and the purpose of the proposed project.

2.1.4 Conclusion

The proposed actions would result in the development of a 6-story, 86-foot-tall building that would contain commercial and manufacturing uses. The proposed actions include several zoning authorizations related to design and planting requirements, a zoning certification, and a Zoning Map Amendment of the project area from an M2-1 to an M2-3 zoning district, these actions would be limited to the development site and the project area. In addition, the proposed rezoning to an M2-3 zoning district would allow the applicant to construct the same amount of floor area as under the existing M2-1 zoning as these districts have the same bulk and use requirements. The only difference would be that the M2-3 district does not require parking. As such, the analysis described above demonstrates the proposed project would not result in a significant adverse impact to land use, zoning, or public policy.

2.2

Shadows

A shadow is defined in the 2014 *CEQR Technical Manual* as the condition that results when a building or other built structure blocks the sunlight that would otherwise directly reach a certain area, space, or feature. The purpose of this chapter is to assess whether new structures may cast shadows on sunlight sensitive publicly accessible resources or other resources of concern such as natural resources, and to assess the significance of their impact.

2.2.1 Introduction

According to the *CEQR Technical Manual*, a shadows assessment is warranted for proposed actions that would result in new structures greater than 50 feet in height or located adjacent to, or across the street from, a sunlight-sensitive resource. Such resources include publicly-accessible open spaces, important sunlight-sensitive natural features, or historic resources with sun-sensitive features. A significant adverse shadow impact could occur when the incremental shadow added by a proposed project falls on a sunlight-sensitive resource and substantially reduces or completely eliminates direct sunlight exposure, thereby significantly altering the public's use of the resource or threatening the viability of vegetation or other resources.

As described in Section 1, Project Description, the proposed project would rise six stories to an approximate height of 86 feet and is located near the recently renovated and re-opened St. Mary's Playground. For purposes of a conservative analysis, the shadows assessment considers a total height of 102 feet since this accounts for a proposed bulkhead above the roof at the development site.

2.2.2 Methodology

In accordance with the *CEQR Technical Manual*, a preliminary screening assessment is conducted to ascertain whether shadows resulting from a project could reach any sunlight-sensitive resource at any time of year. This preliminary screening assessment consists of three tiers of analysis:

- **Tier 1 Screening**: The first tier determines a simple radius around the proposed building representing the longest shadow that could be cast. If there are sunlight-sensitive resources within the radius, the analysis proceeds to the second tier;
- **Tier 2 Screening**: The second tier analysis reduces the area that could be affected by project-generated shadows by accounting for a specific range of angles that can never receive shade in New York City due to the path of the sun in the northern hemisphere. According to the *CEQR Technical Manual*, shadows cannot be cast within New York City within 108 degrees from True North;
- **Tier 3 Screening:** If the second tier of analysis does not eliminate the possibility of new shadows on sunlight-sensitive resources, a third tier of screening analysis further refines the area that could be reached by new shadows by looking at specific representative days of the year and determining the maximum extent of shadow over the course of each representative day. For the Tier 3 screening, three-dimensional modeling software with the capacity to model shadows is used, and the maximum building envelope that could be achieved as a result of the proposed project is modeled and geo-located within the program. Terrain provided by the modeling software is also incorporated into the model to account for how changes in elevation throughout the study area can influence shadows that could be cast by the proposed project. The representative days are December 21 (winter solstice), June 21 (summer solstice), March 21/September 21 (vernal/autumnal equinox), and May 6/August 6 (halfway between summer solstice and the equinoxes). The modeling software is also used to approximate times that shadows cast from the proposed project could enter and exit a resource.

If the Tier 3 screening indicates that, in the absence of intervening buildings, shadows from the proposed project would reach a sunlight sensitive resource on any of the representative analysis days, a detailed shadow analysis may be undertaken to further assess the potential for shadow impacts. Because existing buildings or structures (or No-Action buildings) may already cast shadows on a sun-sensitive resource, the proposed project may not result in additional (incremental) shadows upon that resource.

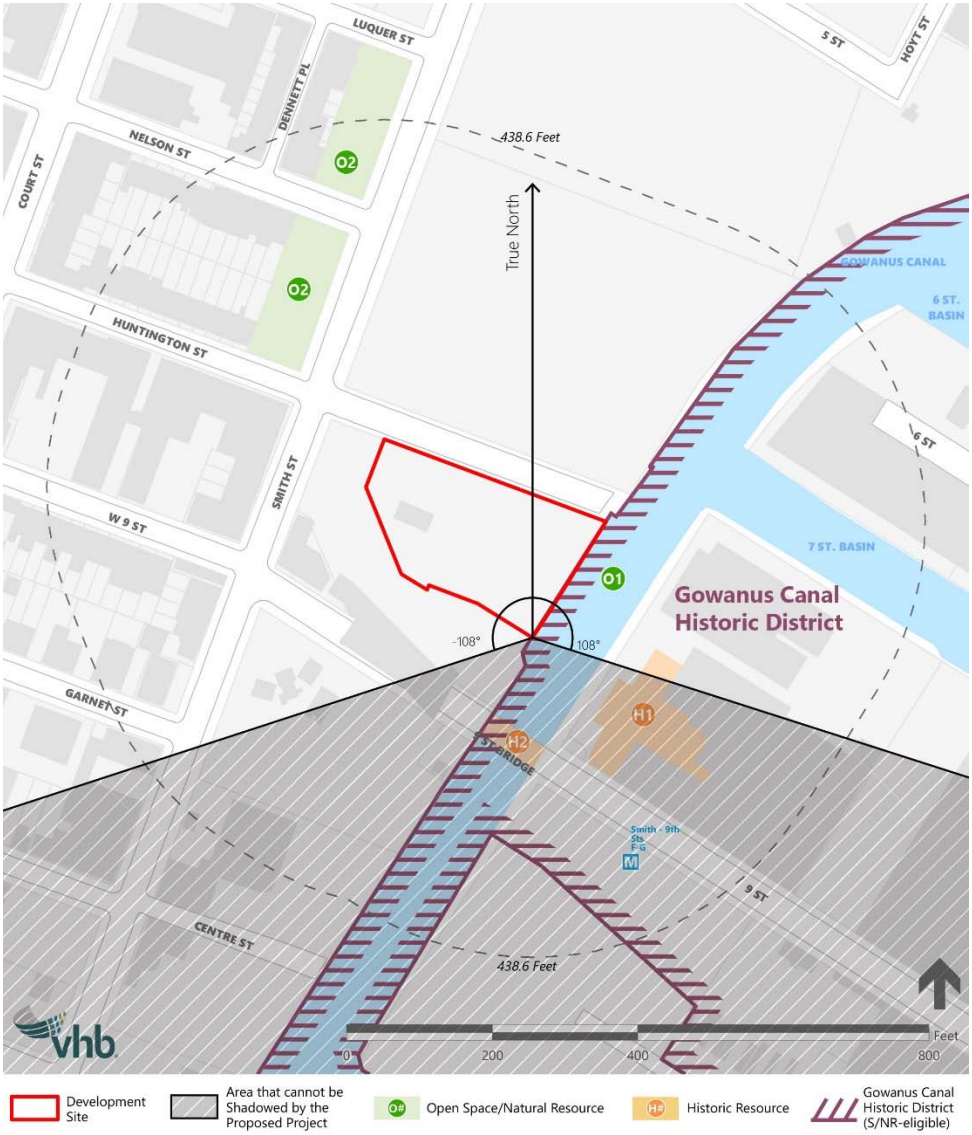
For the proposed project, a preliminary assessment (Tiers 1 through 3) analysis was undertaken.

2.2.3 Assessment

Tier 1 and Tier 2 Screening Assessment

The proposed project would consist of an approximately 102-foot-tall building (including bulkhead) and could cast a maximum shadow of approximately 438.6 feet. A base map was created to identify historic and open space resources within the potential shadow sweep. **Figure 2.2-1** shows the potential sunlight-sensitive resources identified in the Tier 1 and Tier 2 Screening Assessment.

Figure 2.2-1 Tier 1 and Tier 2 Screening



As shown in **Figure 2.2-1**, there is one open space (O2 – St. Mary's Park), two individual historic resources (H1 – The New York Tartar Company and H2 – 9th Street Bridge), and one

historic district (Gowanus Historic District) within the shadow study area. In addition, the Gowanus Canal is located within the shadow study area: O1 – Gowanus Canal.

The Gowanus Historic District, which is eligible for listing within the State and National Historic Register (S/NR-eligible) is not noted for its sunlight-sensitive resources, and therefore no further shadows analysis is warranted for this district. Neither of the individual historic resources within the shadow study area contain sunlight-sensitive elements. In addition, H2 – 9th Street Bridge is fully within the area that cannot be shadowed by the proposed project. Therefore, no further analysis is warranted for these resources.

In summary, the Tier 1 and Tier 2 screenings could not rule out the potential for significant adverse impacts to O2 – St. Mary's Park, which warranted analysis in a Tier 3 screening. As discussed in Section 2.4 "Natural Resources", the O1-Gowanus Canal resource water quality and sediment conditions projected in the Build Year, 2023, with only partial completion of the Superfund remedy, are anticipated to be such that it can only support marine flora and fauna species that are highly tolerant of stressed conditions. In addition, the canal is not listed as a Significant Coastal Fish and Wildlife Habitat by the New York State Department of State (NYSDOS)[1]. Therefore, O1-Gowanus Canal is not considered a sunlight sensitive resource. However, for analysis purposes, the potential shadow increments on O1 – Gowanus Canal are described in the Tier 3 screening.

Tier 3 Screening Assessment

In accordance with the *CEQR Technical Manual,* a Tier 3 screening assessment was performed because the Tier 1 and Tier 2 assessments identified several sunlight-sensitive resources within ±108 degrees of True North and within the area of the longest shadow that could be cast by the proposed project.

The Tier 3 screening assessment was performed for the four representative days of the year set forth in the *CEQR Technical Manual*: December 21, the winter solstice and shortest day of the year; March 21 / September 21, the equinoxes; May 6/August 6, the midpoints between the summer solstice and the equinoxes; and June 21, the summer solstice and the longest day of the year.

In accordance with the *CEQR Technical Manual*, a model of the building in the With-Action condition was developed in a three-dimensional computer program (Sketchup). The model was geo-located and the surrounding terrain was imported into the model to account for differences in topography. As noted above, the Tier 3 shadow screening shows the shadows that could be cast as a result of the proposed project but does not account for existing buildings or structures such as the elevated F/G subway line, which may already cast shadows on the identified resources. **Figures 2.2-2** to **2.2-5** below show the Tier 3 screening results.

[1] It is noted however, that beyond the Build Year and with continued clean up, the canal could provide improved conditions for flora and fauna and may then be considered sunlight-sensitive.

Figure 2.2-2 Tier 3 Screening December 21 Analysis Day

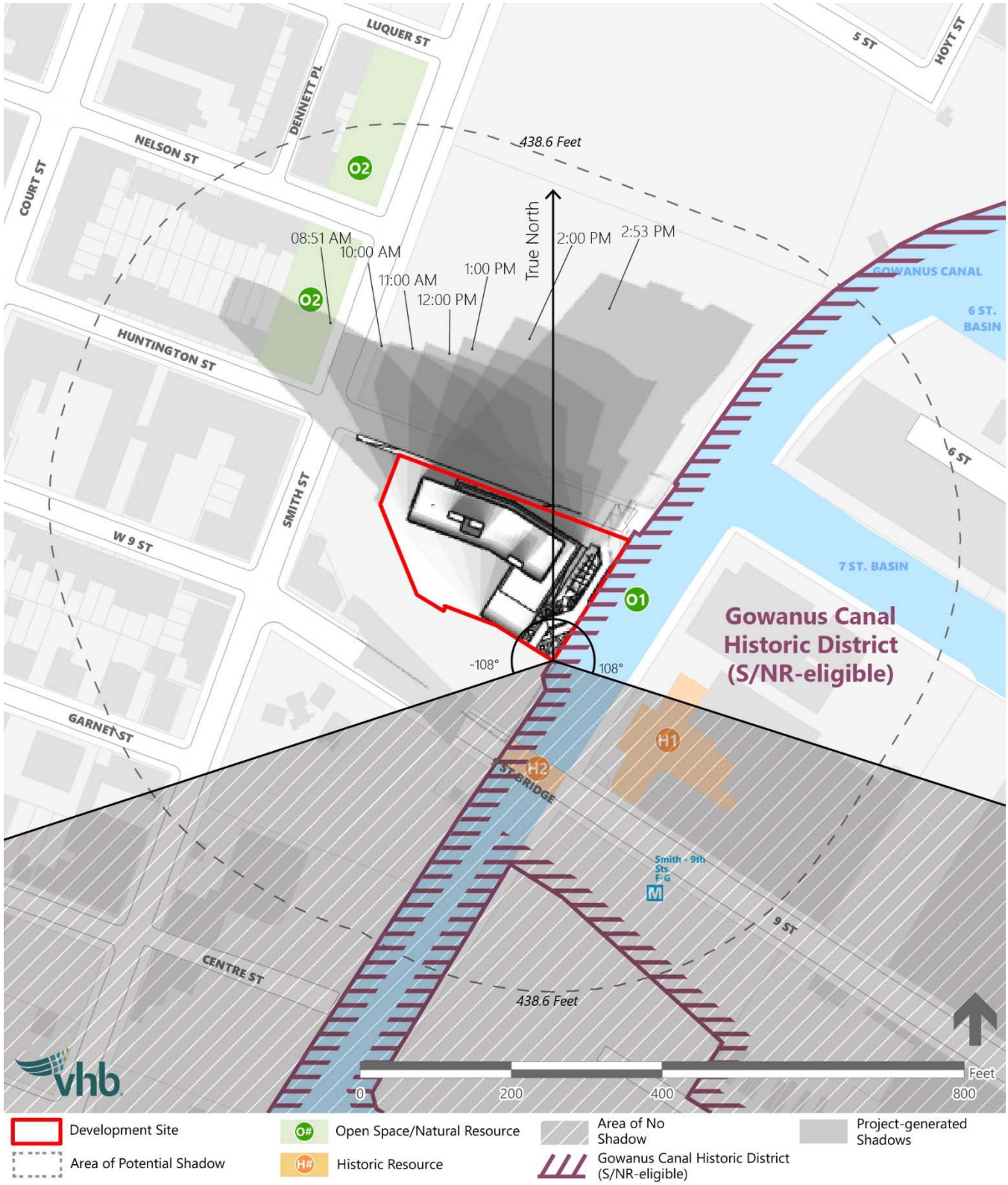


Figure 2.2-3 Tier 3 Screening March 21 Analysis Day

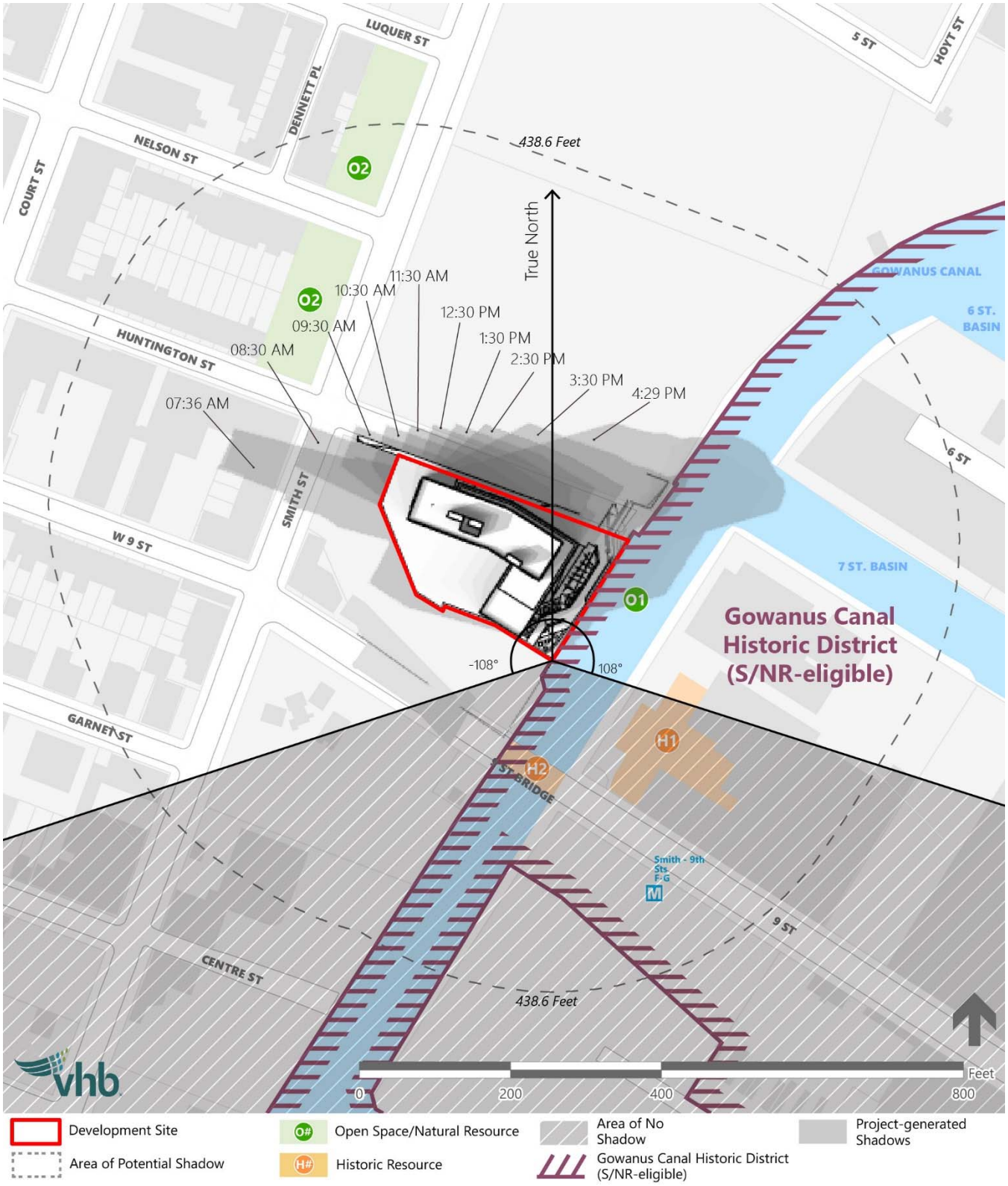


Figure 2.2-4 Tier 3 Screening May 6 Analysis Day

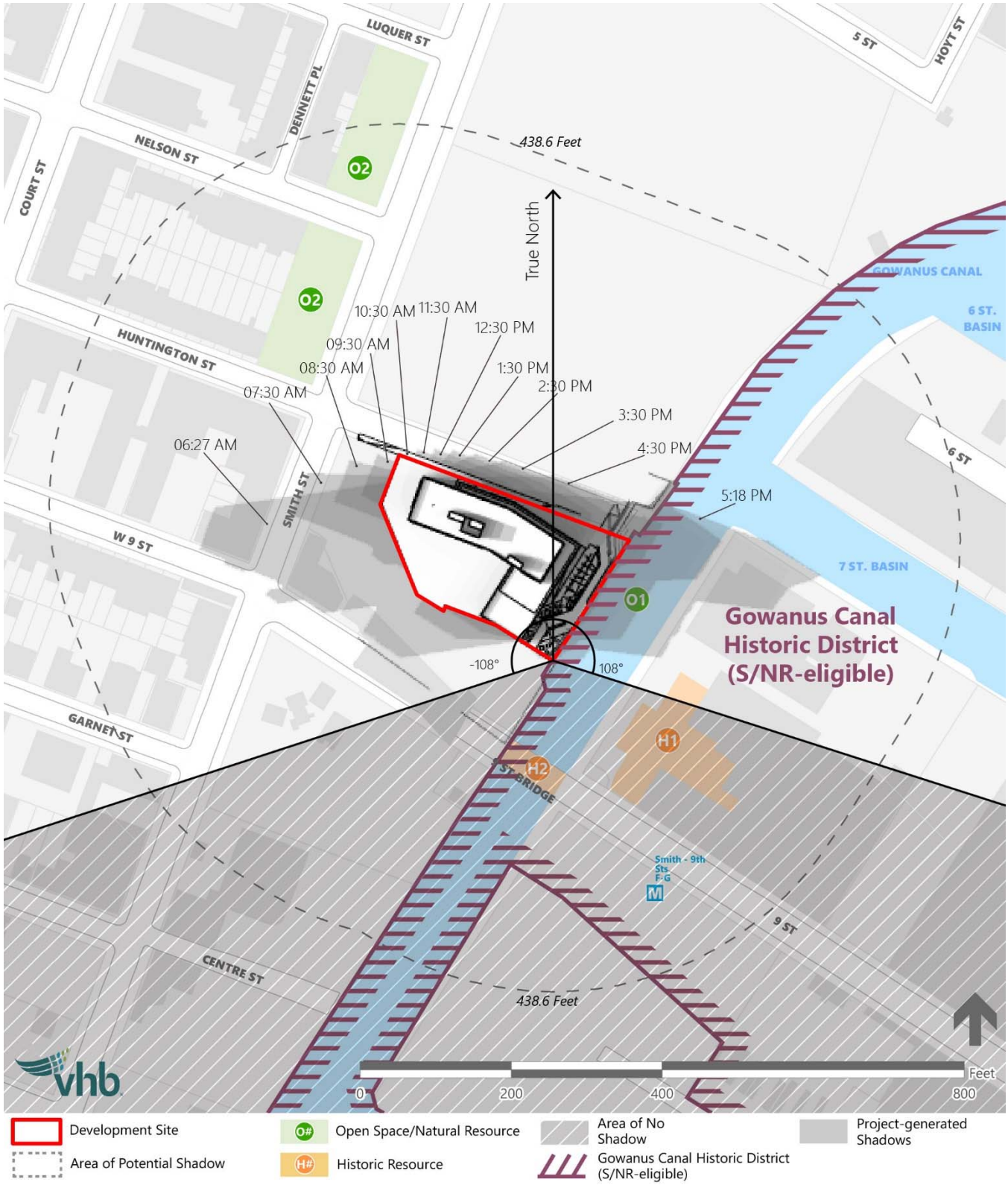
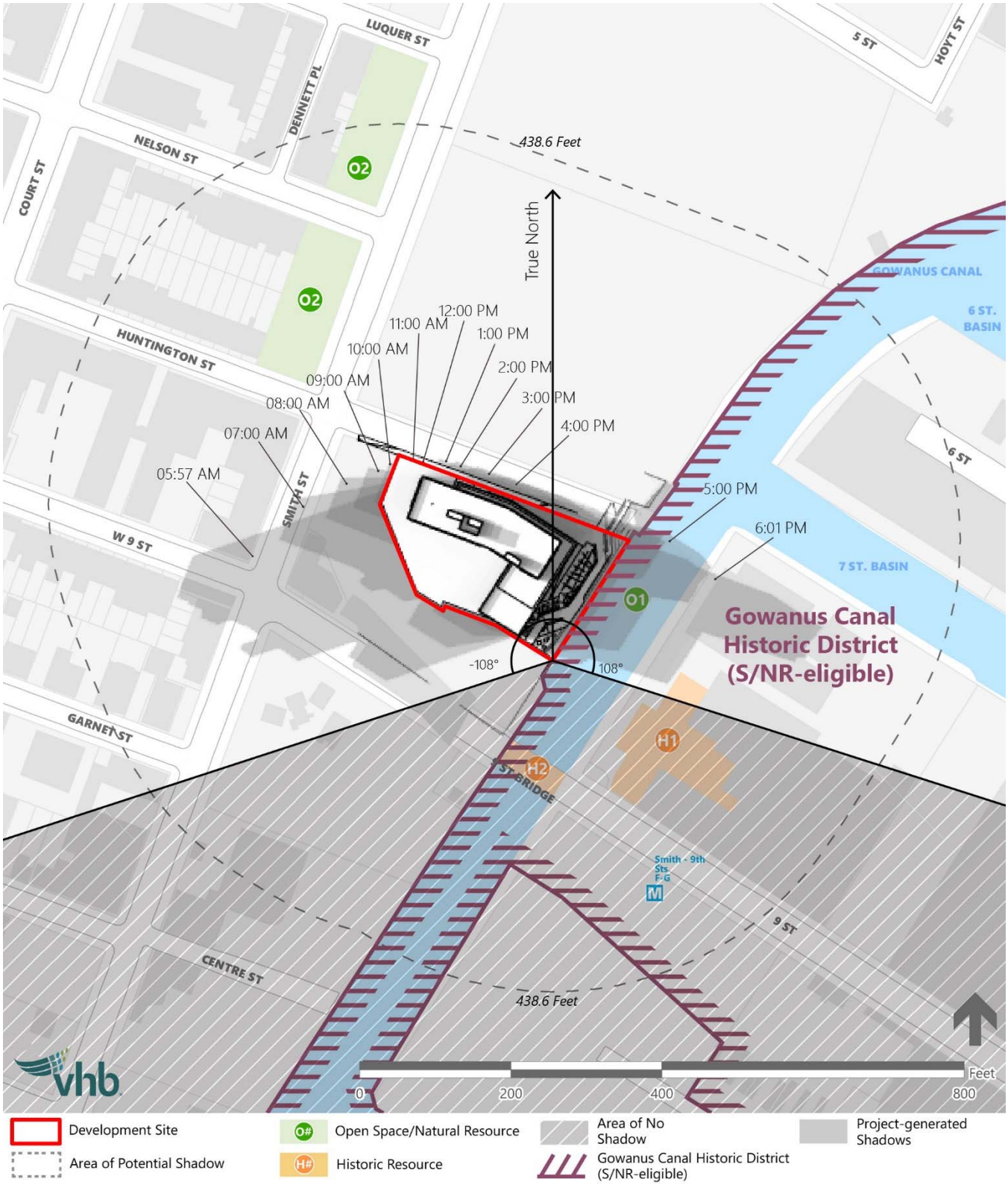


Figure 2.2-5 Tier 3 Screening June 21 Analysis Day



The Tier 3 screening indicates that in the absence of intervening structures, the following incremental shadow durations would occur (see **Table 2.2-1**).

Table 2.2-1 Tier 3 Screening Results and Shadow Duration

	Analysis Day			
Resource	**Dec 21**	**Mar 21/Sept 21**	**May 6/Aug 6**	**Jun 21**
Analysis Timeframe	**08:51A – 02:53P**	**7:36A – 4:29P**	**6:27A – 5:18P**	**5:57A – 6:01P**
O1 – Gowanus Canal	N/A	3:25P – 4:29P (1h, 4m)	3:15P – 5:18P (2h, 3m)	3:30P – 6:01P (2h, 31m)
O2 – St. Mary's Park	8:51A – 10:00A (1h, 9m)	N/A	N/A	N/A

The Tier 3 screening shows that in the absence of intervening buildings, the proposed project has the potential to cast shadows on a small portion of the southern part of O2 – St. Mary's Park in the early morning period on the December 21 analysis day. During the March/September, May/August, and June analysis days, no shadow increment from the proposed building would reach St. Mary's Park.

St. Mary's Park is a 0.37-acre park that reopened in mid 2018 after being closed for about a decade; the park spans the eastern frontage of two blocks and is located under the elevated trestle of the F and G lines. As shown in Figure 2.2-2 above, on the December analysis day, the proposed project could result in new shadow on the southern portion of the southern block of the park during the early morning period. Within this area, there is a swingset, a playscape, and some benches.

The proposed project would not result in a significant adverse shadows impact on St. Mary's Park. Shadow from the proposed project would reach the park on one analysis day (December), would be limited in duration (shadows would be off the park by 10 AM), and would be limited in extent (to the southern half of the park's southern block). Within the area that would experience shadow, the uses are either less sensitive to shadow (play equipment and swings) or would be unlikely to be used during that time. For users of park benches who would prefer sun, the park provides additional seating in areas that would be in sun. These ares are unlikely to be used in the early morning winter months when shadow would be cast, and therefore would not be impacted by the additional shadow. Therefore, the project would not adversely affect this open space.

The Tier 3 screening indicates that the proposed project has the potential to cast shadow on O1 – Gowanus Canal during the afternoons on the March 21, May 6, and June 21 analysis days. On the March 21 analysis day, shadows from the proposed project would fall on the canal at the end of the analysis day for a duration of approximately 1 hour, 4 minutes. On the May 6 and June 21 analysis days, shadows from the proposed project would fall on the canal for durations ranging between 2 hours, 3 minutes and 2 hours, 31 minutes, respectively. Although the proposed project has the potential to cast shadows on the Gowanus Canal during these analysis days, project-generated shadows would fall only on relatively small portions. Because the angle of the sun continuously changes throughout the day, no area of the Gowanus Canal (specifically, the area of the Canal that would experience afternoon shadow) would be permanently in shade or shaded to a degree that would impact aquatic biota as a result of new shadows cast due to the proposed project. Further, as

discussed in Natural Resources, according to the (NYSDOS), the Gowanus Canal is not listed as a Significant Coastal Fish and Wildlife Habitat. In addition, according to the New York State Department of Environmental Conservation (NYSDEC) Nature Explorer application, there are no records of protected, threatened, or endangered species in the Gowanus Canal. Therefore, the project-generated shadows cast on the Gowanus Canal would not result in significant adverse impacts to any potential fish and wildlife species within the resource.

Shore Public Walkway

According to the *CEQR Technical Manual,* project-generated open space is not considered a sunlight-sensitive resource and, therefore, does not warrant analysis. However, a brief description of when the proposed shore public walkway would receive shade from the project or would be in sun is given below.

During the December analysis day, the shore public walkway would be in sun until approximately 2:30 PM when project-generated shadow would begin to fall on the western portion of the of the shore public walkway, where the lifted grove is located. On the March 21 analysis day, the shore public walkway would be in sun until approximately 2:00 PM when project-generated shadow would begin to fall on the western portion of the public access area. Shadows would continue to move in a clockwise direction until almost the entire area is covered in shadow by the end of the March 21 analysis day. On the May 6 analysis day, the shore public walkway would be completely in sun until approximately 1:15 PM when the western portion of the public access area, where the lifted grove is located, would begin to be covered by project-generated shadows. Similar to the March 21 analysis day, shadows would continue to move in a clockwise direction until almost the entire area is covered in shadow by the end of the May 6 analysis day. On the June 21 analysis day, the shore public walkway would be completely in sun until approximately 1:15 PM. Project-generated shadows would move in a clockwise direction from the western portion of the public access area until the entire shore public walkway is covered in shadow by the end of the analysis day.

2.2.4 Conclusion

Shadows projected as a result of the proposed project could be cast on one sunlight-sensitive resource, O2 – St. Mary's Park. In addition, shadow increments on the Gowanus Canal (O1 – Gowanus Canal) were considered. Shadows cast on St. Mary's Park would be limited to the morning on the December analysis day and would not result in significant adverse impacts to the resource. Shadows cast on the Gowanus Canal would be long in duration during the May 6 and June 21 analysis days but would cover relatively small areas of the canal and would not pose a threat to potential aquatic habitats within the canal. Further, the Gowanus Canal is not a sunlight sensitive resource, as it is not listed as Significant Coastal Fish and Wildlife Habitat by the NYSDOS, and according to NYSDEC, there are no protected species within the canal. Therefore, there would be no significant adverse impacts to this resource or the potential viability of its habitats. Given these factors, the proposed project would not result in significant adverse shadow impacts to the sunlight-sensitive resources within the shadow study area.

Table 2.2-2 shows a summary of the Tier 1 to Tier 3 screening results. Based on the foregoing, no significant adverse shadow impacts to sunlight-sensitive resources would be expected as a result of the proposed project, and no further analysis is warranted.

Table 2.2-2 Tier 1 to Tier 3 Screening Results

Map ID	Resource Name	Potential Resource Summary	Sunlight-Sensitive Elements	Tier 1-3 Results
Open Space/Natural Resources				
O1	Gowanus Canal	1.8-mile canal that empties into New York Harbor; Superfund site	Aquatic resource	Screened at Tier 3 – See above
O2	St. Mary's Park	0.37-acre playground	Passive and active recreation	Screened at Tier 3 – See above
Historic Resources				
H1	9th Street Bridge	Non-contributing structure within the S/NR-eligible Gowanus Canal Historic District	None	Screened at Tier 2 – See above
H2	The old New York Tartar Company buildings	Contributing building complex within the S/NR-eligible Gowanus Canal Historic District comprising ten utilitarian industrial buildings dating from 1885 through 1955	None	Screened at Tier 2 – See above
	Gowanus Canal Historic District (S/NR-eligible)	S/NR-eligible historic district comprising 53 blocks within the Gowanus neighborhood of South Brooklyn	None	Screened at Tier 2 – See above

2.3

Historic and Cultural Resources

This section assesses the potential for a proposed action to result in significant adverse impacts on historic and cultural resources, including both archaeological and architectural resources.

2.3.1 Introduction

Consistent with CEQR guidance, historic and cultural resources consist of the following:

- Designated New York City landmarks, interior landmarks, scenic landmarks, and properties within designated New York City historic districts (or resources calendared for consideration by the New York City Landmarks Preservation Commission [LPC]).
- Resources listed on, or formally determined eligible for inclusion on, the State and/or National Register of Historic Places, or contained within a district listed on, or formally determined eligible for listing on, the State and/or National Register of Historic Places.
- Resources recommended by the New York State Board for Historic Preservation for listing on the State and/or National Registers of Historic Places.
- National Historic Landmarks.
- Resources not identified by one of the programs listed above, but that meet their eligibility requirements

2.3.2 Methodology

The 2014 *CEQR Technical Manual* notes that environmental review for historic and cultural resources includes a survey and planning process that helps protect New York City cultural heritage from the potential impacts of projects undergoing CEQR. Historic and cultural resources include both archaeological and architectural resources. Archaeological resources are physical remains, usually subsurface, of pre-contact, post-contact and historic periods—such as burials, foundations, artifacts, wells, and privies. Architectural resources generally include historically important buildings, structures, objects, sites, and districts. They may include bridges, canals, piers, wharves, and railroad transfer bridges that may be wholly or partially visible above ground.

Archaeological resources are usually assessed for projects that would result in any in-ground disturbance. This is any disturbance to an area not previously excavated, including new excavation that's deeper and/or wider than previous excavation on the same site.

Generally, architectural resources should be surveyed and assessed if the proposed project would result in any of the following, whether any known historic resources are located near the site of the project:

- New construction, demolition, or significant physical alteration to any building, structure, or object;
- A change in scale, visual prominence, or visual context of any building, structure, object or landscape feature. Visual prominence is generally the way in which a building, structure, object, or landscape feature is viewed. For example, a building may be part of an open setting, such as a tower within a plaza, which is either conforming or nonconforming with the street wall in terms of its height, footprint, and/or setback. Visual context is the character of the surrounding built or natural environment. This may include the following: the architectural components of an area's buildings (e.g., height, scale, proportion, massing, fenestration, ground-floor configuration, style), streetscapes, skyline, landforms, vegetation, and openness to the sky;
- Construction, including but not limited to, excavating vibration, subsidence, dewatering, and the possibility of falling objects;
- Additions to or significant removal, grading, or replanting of significant historic landscape features;
- Screening or elimination of publicly accessible views;
- Introduction of significant new shadows or significant lengthening of the duration of existing shadows on an historic landscape or on an historic structure if the features that make the structure significant depend on sunlight. For example, stained glass windows that cannot be seen without sunlight, or buildings containing design elements that are part of a recognized architectural style that depends on the contrast between light and dark design elements, such as deep window reveals and prominent rustication.

The proposed project would involve excavation on the development site to roughly seven feet below ground surface. Because new ground disturbance is proposed, a Request for Environmental Review (RER) was submitted to the New York City Landmarks Preservation Commission (LPC) to assess the potential impact this project will have on archaeological and

architectural resources. A response letter was received from LPC on July 24, 2019 requesting a Phase 1A archaeological documentary study (see **Appendix A**).

Independent of future new construction associated with the proposed project, a bulkhead replacement project is underway at the development site in accordance with Environmental Protection Agency (EPA) review. Under that separate scope, the existing bulkhead wall is being replaced with a new anchored sheet pile bulkhead wall.

Three historic resources were identified within a 400-foot study area surrounding the development site: the S/NR-eligible Gowanus Canal Historic District (USN 04701.018517), the 9th Street Bridge (USN 04701.014971), and the New York Tartar Company buildings (USN 04701.020944). Since there are historic resources near and within view of the proposed project, a preliminary assessment of architectural resources is provided.

2.3.3 Assessment

Existing Conditions

Archaeological Resources

The development site (Lot 8) is currently vacant and used intermittently as long-term vehicle storage and as an open contractor's yard. The south side of the development site is fenced along 9th Street. Within the project area, Lot 1 is improved with the Smith-9th Street Station and the elevated tracks of the F/G train. The station is accessed on 9th Street, adjacent to Lot 48. The train trestle and a portion of the station consisting of indoor stairs leading to the train platform extends over 9th Street. Lot 48 is improved with two one-story commercial buildings with an estimated 2,600 gsf, which are occupied by a deli and a luncheonette. Lot 49 contains a vacant one-story building totaling approximately 2,000 gsf.

According to the New York State Office of Parks, Recreation and Historic Preservation (NY OPRHP) Cultural Information System (CRIS), the development site does not lie within an Area of Archaeological Sensitivity. However, the property is immediately adjacent to the S/NR-eligible Gowanus Canal Historic District (USN 04701.018517). The 9th Street Bridge (USN 04701.014971), located adjacent to the development site, is a non-contributing resource within the district. Because of this and because new ground disturbance is proposed, LPC was consulted to identify any potential impacts of the proposed actions on archaeological resources. In response, LPC issued a letter dated July 24, 2019 noting that there is potential for the recovery of remains from 19th century occupation on the development site. In addition, assessment and analysis of development site bulkhead is needed to determine if 19th century timber cribwork with intact faces are present above or below mean low water, and if the proposed project would result in impacts on the historically significant portions of the Gowanus Canal bulkhead. LPC requested that an archaeological documentary study (Phase IA) be performed for the development site to clarify these initial findings and provide the threshold for the next level of review, if such review is necessary (See **Appendix A**).

A Phase IA was completed for the portion of the development site where the bulkhead wall replacement is underway along a portion of the Gowanus Canal. In this location, the existing bulkhead wall will be replaced with a new anchored sheet pile bulkhead wall under the guidance of the EPA. The results of the Phase IA indicate that this area was filled in after the

construction of the Gowanus Canal to provide developable land for industrial purposes. A review of historic maps indicated that built environment included few buildings or structures within this portion of the project area. Early in the 20th century, a structure was north of the area of bulkhead replacement; this building was identified as cement storage. Sometime in the late-20th-century this structure was taken down. The Phase IA noted that while it is possible that foundations of this structure still remain, it is unlikely that these foundations would provide any new information on the history of the Gowanus Canal or area. Overall, the Phase IA determined there is a low sensitivity for historic artifacts and features within the area that will be impacted by bulkhead replacement. Nonetheless, limited landward side excavation was recommended to determine and document the type of bulkhead in this area either before or during the construction of the new bulkhead wall.

In a letter dated September 19, 2019, LPC noted that the area of potential effect for archaeological resources that was identified in the Phase IA report should be revised to include the entire development site and to provide an overview of what archaeological resources may be within this larger area and what significance, if any, these resources may have (**Appendix B**).

A supplemental Phase IA report was completed in December 2019 for the portion of the development site west of the bulkhead replacement. The supplemental Phase IA consisted of a review of archaeological site files and surveys archived in CRIS, as well as a review of local histories, historic maps and aerial photographs at the Brooklyn Historical Society and the New York City Public Library. The results of the supplemental Phase IA indicate that the archaeological Area of Potential Effect (APE) is located within the limits of the Gowanus Creek boundary. Historic maps and local history resources suggest that the project site is also in the vicinity of Cole's Mill Pond, an eighteenth-century water source that supported milling near present-day 9th Street. These once-marshy areas were filled in the nineteenth century, thus facilitating the growth of industry along the canal. According to maps dating to 1880, 1898 and 1908, several buildings and structures were constructed on site (including stables, sheds and workshops). In 1915, a trestle is documented within the project site. Industrial activities continued within the project site through the twentieth-first century, when cement processing and storage buildings were eventually removed from the site. These activities have likely disturbed any traces of pre-contact and early historic period archaeological sites. Although foundations of the late-nineteenth through early-twentieth-century buildings and structures may still exist, they are unlikely to provide new information about the history of the Gowanus Canal and its vicinity. Therefore, the results of the supplemental Phase IA indicate that the project site has a low sensitivity for the presence of intact archaeological sites; no further archaeological investigations are recommended. In a letter dated January 21, 2020, the LPC noted receipt of the Phase IA and confirmed the findings of the report, finding that there are no further archaeological concerns for the project (**Appendix B**).

Architectural Resources

As shown in **Figure 2.3-1**, three historic resources that have been formally determined eligible for State and National Historic Register listing (S/NR-eligible) fall within the 400-foot study area: The S/NR-eligible Gowanus Canal Historic District, the 9th Street Bridge, and the New York Tartar Company buildings. Photos of these individual resources are provided in **Figure 2.3-2.**

Gowanus Canal Historic District

In 2014, a proposal to designate the S/NR-eligible Gowanus Canal Historic District was submitted to the New York State Preservation Office. However, in response to community comments, the New York State Board for Historic Preservation review for the State Register listing of the Gowanus Canal Historic District was postponed. The S/NR-eligible Gowanus Canal Historic District encompasses 53 blocks within the Gowanus neighborhood of South Brooklyn. The historic district is characterized as a long, narrow district extending roughly north-south along the Gowanus Canal and its associated basins. It is roughly bounded by Baltic Street to the north; Bond, Hoyt, and Court Streets, and the canal to the west; Nevins Street, 3rd and 4th Avenues, Whitwell Place, and the canal to the east; and Halleck and Percival Streets, and the Gowanus Bay to the south. There are 369 properties contained within the district that include the canal, canal bridges, industrial buildings and their related structures, warehouses, garages, office buildings, rowhouses, tenements, and mixed-use, commercial, and institutional buildings. Overall, the district is representative of industrial, manufacturing facilities, and associated resources located adjacent to the Canal. Together, these resources represent the development of water-borne transportation and industrial development in the South Brooklyn neighborhood beginning in the mid-19th century. Architecturally, this development is a representative collection of 19th and early 20th century industrial, manufacturing, public and working-class residential buildings connected to the Canal. The Canal is notable as an example of mid-19th century canal engineering, retaining much of its historic wood cribwork bulkheads and original configuration. It contains approximately 19,500 linear feet of bulkhead lining the channel. Potentially dating back to the 1850s and 1860s, the original bulkhead consisted of timber sheet piling or timber cribwork; however, the Canal has been found to contain several different variations of construction, as repair and maintenance of the canal was not done with standardized design or material.

9th Street Bridge

The 9th Street Bridge is a non-contributing structure within the S/NR eligible Gowanus Canal Historic District. The Bridge is a vertical-lift bridge with electronically controlled lifting machinery that was built in the late 1990s. The bridge carries three lanes of traffic; two lanes westbound and one eastbound. A two-story brick gatehouse is designed in a modern style. Walls are constructed of concrete with a standing-seam metal roof. metal door, and single-light metal-sash window.

New York Tartar Company Buildings

The New York Tartar Company buildings is a contributing building complex within the S/NR-eligible Gowanus Canal Historic District comprising 10 utilitarian industrial buildings dating from 1885 through 1955. The 10 buildings include offices, factories, and warehouses designed in a utilitarian style. The majority of the buildings are brick laid and four buildings have gable-front roofs. The remaining buildings have stepped and flat parapets with cast-stone coping.

Figure 2.3-1 Historic Resources Map

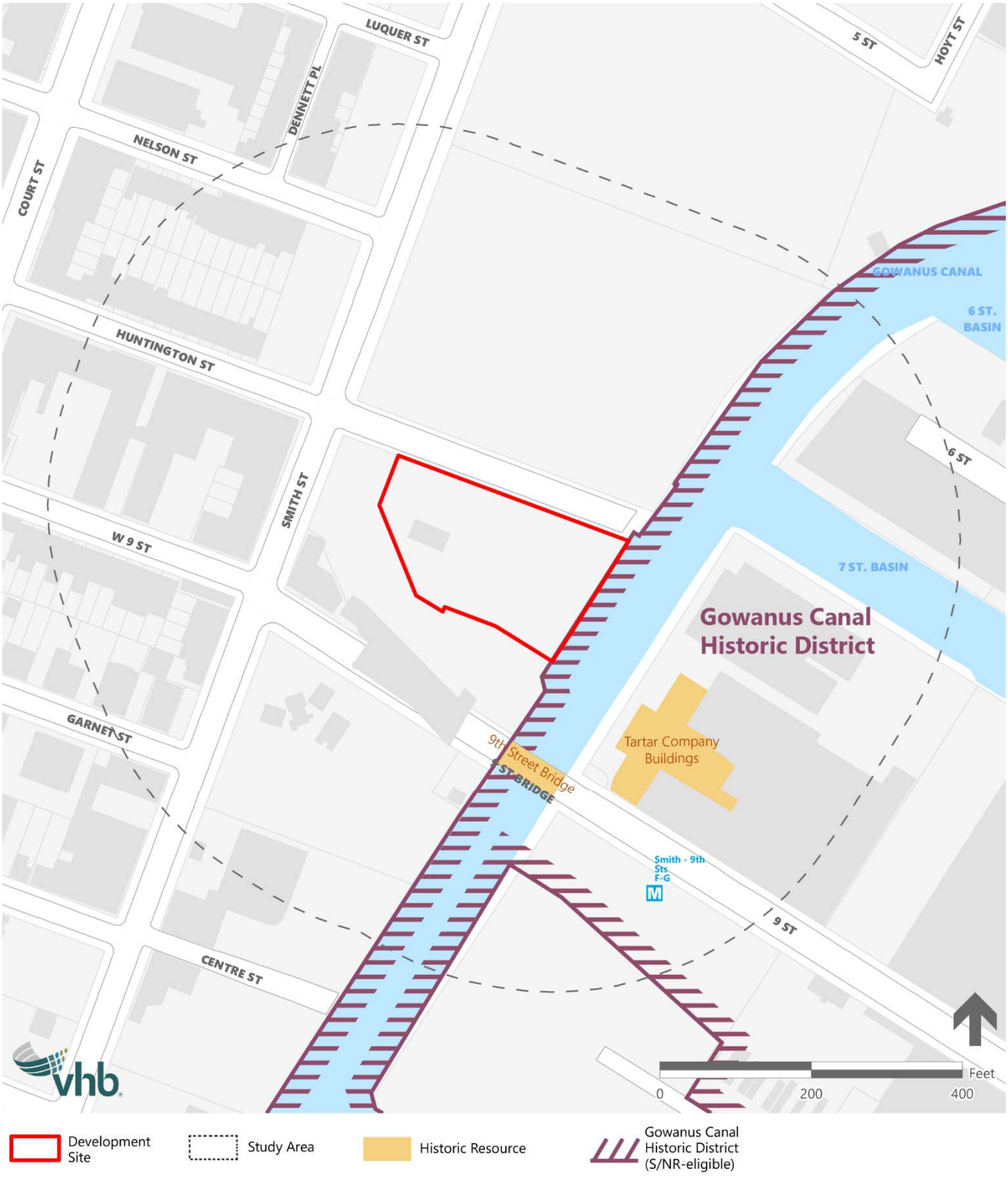


Figure 2.3-2 Study Area Historic Features

Photo 1 9th Street Bridge



Photo 2 New York Tartar Company Buildings



No-Action Condition

Absent the approval of the proposed actions, the development site would not be redeveloped and would remain underutilized. The site would continue to be used as long-term vehicular storage as well as a contractor yard.

In the No-Action condition, the bulkhead replacement project will be completed consistent with EPA review. As noted above, this will result in the replacement of the existing bulkhead wall with a new anchored sheet pile bulkhead wall.

With-Action Condition

In the With-Action condition, a 6-story, approximately 86-foot-tall mixed-use building (office, retail, and contractor shop) would be constructed on the development site. In addition, a waterfront public access area (WPAA) would be provided along the portion of the development site fronting the Gowanus Canal. Based on the specifications of the New York City Fire Department, a turnaround would be provided at the end of Huntington Street, without disruption to the WPAA.

Archaeological Resources

As discussed above, a Phase IA was completed for the portion of the development site where the bulkhead wall replacement will occur along a portion of the Gowanus Canal, and concluded that there is a low sensitivity for historic artifacts and features within the area that will be impacted by bulkhead replacement. Nonetheless, limited landward side excavation was recommended to determine and document the type of bulkhead in this area either before or during the construction of the new bulkhead wall.

In a letter dated September 19, 2019, LPC noted that the area of potential effect for archaeological resources that was identified in the Phase IA report should be revised to include the entire development site and to provide an overview of what archaeological resources may be within this larger area and what significance, if any, these resources may have (**Appendix A**).

A supplemental Phase IA was prepared for the development site and submitted to DCP and LPC for review in December 2019. The results of the supplemental Phase IA indicate that the site has been disturbed by nineteenth and twentieth century activities and therefore the project has an overall low sensitivity for the presence of intact archaeological deposits dating to the pre-contact or early historic periods. No additional archaeological work is recommended. In a letter dated January 21, 2020, LPC concluded that there are no further archaeological concerns for the project (see **Appendix A**). Therefore, based on the results of the supplemental Phase IA, the With-Action Condition would not result in an adverse impact on archaeological resources.

Architectural Resources

As shown in **Figure 2.3-1**, there are three historic resources that fall within the 400-foot study area. Potential impacts of the proposed project on these historic resources relating to shadows and potential contextual impacts are analyzed below.

Shadows

As discussed in **Section 2.2, Shadows**, shadows from the proposed project would not result in significant incremental shadow impacts on the three historic resources. The S/NR-eligible Gowanus Historic District is not noted for its sunlight-sensitive resources, and neither of the individual historic resources within the shadow study area contain sunlight-sensitive elements. The 9th Street Bridge is also fully within the area that cannot be shadowed by the proposed project. Therefore, no further analysis pertaining to shadows is warranted for these resources and no significant impacts would occur to these resources due to shadows.

Direct and Indirect Impacts

In terms of potential direct effects, the architectural resources are located more than 90 feet[1] from the development site. As such, the proposed project would not have the potential to result in significant adverse direct impacts on these resources during construction of the project.

In terms of contextual impacts, the With-Action condition would be compatible with the scale and character of the surrounding area. While neither the 9th Street Bridge nor the New York Tartar Company buildings are visual resources, the proposed project would not obstruct views to or from the historic resources within the study area, including the Gowanus Canal Historic District or the New York Tartar Company building, compared to the No-Action condition and would improve views by include a shore public walkway and allowing public access to the waterfront. The building would not introduce incompatible visual, audible or atmospheric elements to the area. Therefore, the proposed actions would not result in any adverse impacts to historic resources.

2.3.4 Conclusion

A Phase IA completed for the portion of the development site where the bulkhead wall replacement will occur along a portion of the Gowanus Canal concluded that there is a low sensitivity for historic artifacts and features within this area. Nonetheless, limited landward side excavation was recommended to determine and document the type of bulkhead in this area either before or during the construction of the new bulkhead wall. Consistent with LPC's request, a revised supplemental Phase IA was prepared to include the entire development site and to provide an overview of what archaeological resources may be within this larger area and what significance, if any, these resources may have. The results of the supplemental Phase IA indicate that the project site has a low potential for the presence of intact archaeological sites dating to the pre-contact and early historic periods; no further archaeological investigations are recommended. The Phase IA has been submitted to DCP and LPC for review.

Although a small portion of the S/NR-eligible Gowanus Canal Historic district falls within the study area, the proposed project would not impact this historic resource, or the individual resources that fall within it, with respect to shadows or direct or contextual impacts. In addition, there are no significant views to these historic resources that would be adversely impacted by the proposed project. In addition, the proposed project would not have the potential to result in significant adverse direct impacts on these resources during construction of the project as the resources are located more than 90 feet from the development site.

Overall, the proposed project would not result in significant adverse impacts to historic and cultural resources.

[1] DOB's TPPN #10/88 applies to New York City Landmarks, properties within New York City Historic Districts, and National Register-listed properties within 90 feet of a construction site.

2.4

Urban Design and Visual Resources

An urban design assessment considers whether and how a project may change the pedestrian's experience of the built environment in a project area. The assessment focuses on the components of a proposed action that may have the potential to alter the arrangement, appearance, and functionality of the built environment. In addition, the assessment considers the potential for the proposed action to affect any view corridors associated with visual resources.

2.4.1 Introduction

This section considers the potential for the proposed project to result in significant adverse urban design and visual resources impacts. As defined in the 2014 *City Environmental Quality Review (CEQR) Technical Manual*, urban design is the totality of components that may affect a pedestrian's experience of public space. A visual resource is the connection from the public realm to significant natural or built features, including views of the waterfront, public parks, landmark structures or districts, otherwise distinct buildings or groups of buildings, or natural resources.

Based on the *CEQR Technical Manual*, a preliminary 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. Examples include projects that permit the modification of yard, height, and setback requirements, and projects

that result in an increase in built floor area beyond what would be allowed "as-of-right," or in the future No-Action condition.

As described in **Section 1, Project Description**, the applicant is requesting a Zoning Map Amendment to rezone the project area from an M2-1 to an M2-3 district, a zoning certification for a Waterfront Public Access Area (WPAA), and several zoning authorizations related to design and planting requirements associated with the shore public walkway that would be developed as part of the proposed project. While M2-1 and M2-3 districts have the same bulk regulations, they have different parking requirements and would result in different No-Action and With-Action conditions. Therefore, an urban design and visual resources analysis is warranted.

2.4.2 Methodology

In accordance with the *CEQR Technical Manual* guidelines, the following preliminary urban design and visual resources assessment considers a 400-foot radius study area where the proposed action would be most likely to influence the built environment. The preliminary assessment focuses on those project elements that have the potential to alter the built environment, or urban design, of the development site, which is collectively formed by the following components:

- **Street Pattern and Streetscape:** The arrangement and orientation of streets define location, flow of activity, street views, and create blocks on which buildings and open spaces are arranged. Other elements including sidewalks, plantings, street lights, curb cuts, and street furniture also contribute to an area's streetscape.
- **Buildings:** A building's size, shape, setbacks, pedestrian and vehicular entrances, lot coverage, and orientation to the street are important urban design components that define the appearance of the built environment.
- **Open Space:** Open space includes public and private areas that do not contain structures, including parks and other landscaped areas, cemeteries, and parking lots.
- **Natural Features:** Natural features include vegetation and geologic and aquatic features that are natural to the area.
- **View Corridors and Visual Resources:** Visual resources include significant natural or built features, including important view corridors, public parks, landmark structures or districts, or otherwise distinct buildings.

The following information is included in a preliminary assessment:

- A concise narrative of the existing project area, and conditions under the future No-Action and With-Action conditions;
- An aerial photograph of the study area and ground-level photographs of the development site with immediate context;
- Zoning and floor area calculations of the existing, future No-Action, and future With-Action conditions;
- Lot and tower coverage, and building heights; and
- A three-dimensional representation of the future No-Action (if relevant) and With-Action condition streetscape.

If the preliminary assessment determines that a change to the pedestrian experience is minimal and unlikely to disturb the vitality, walkability or the visual character of the area, then no further assessment is warranted. However, if it shows that changes to the pedestrian environment and/or visual resources are significant enough to require greater explanation and further study, then a detailed analysis may be appropriate.

The following preliminary urban design and visual resources assessment follows these guidelines and provides a characterization of existing conditions followed by a description of urban design and visual resources under the future No-Action and With-Action conditions, and an analysis determining the extent to which physical changes resulting from the proposed development would alter the pedestrian experience.

Study Area

The area within 400 feet of the project area is defined as the study area for this analysis; this is typically considered an appropriate radius for site-specific actions such as the proposed project (see **Figure 2.4-1**).

2.4.3 Assessment

Existing Conditions

Development Site and Project Area

The development site (Lot 8) is currently vacant and used intermittently as long-term vehicle storage and as an open contractor's yard. The south side of the development site is fenced along 9th Street. Lot 1 is improved with the Smith-9th Street Station and the elevated tracks of the F/G train. The station is accessed on 9th Street, adjacent to Lot 48. The train trestle and a portion of the station consisting of indoor stairs leading to the train platform, extends over 9th Street. Lot 48 is improved with two one-story commercial buildings with an estimated 2,600 gsf, which are occupied by a deli and a luncheonette. Lot 49 contains a vacant one-story building totaling approximately 2,000 gsf (see **Table 2.4-1**).

Figure 2.4-1 Resources within Study Area

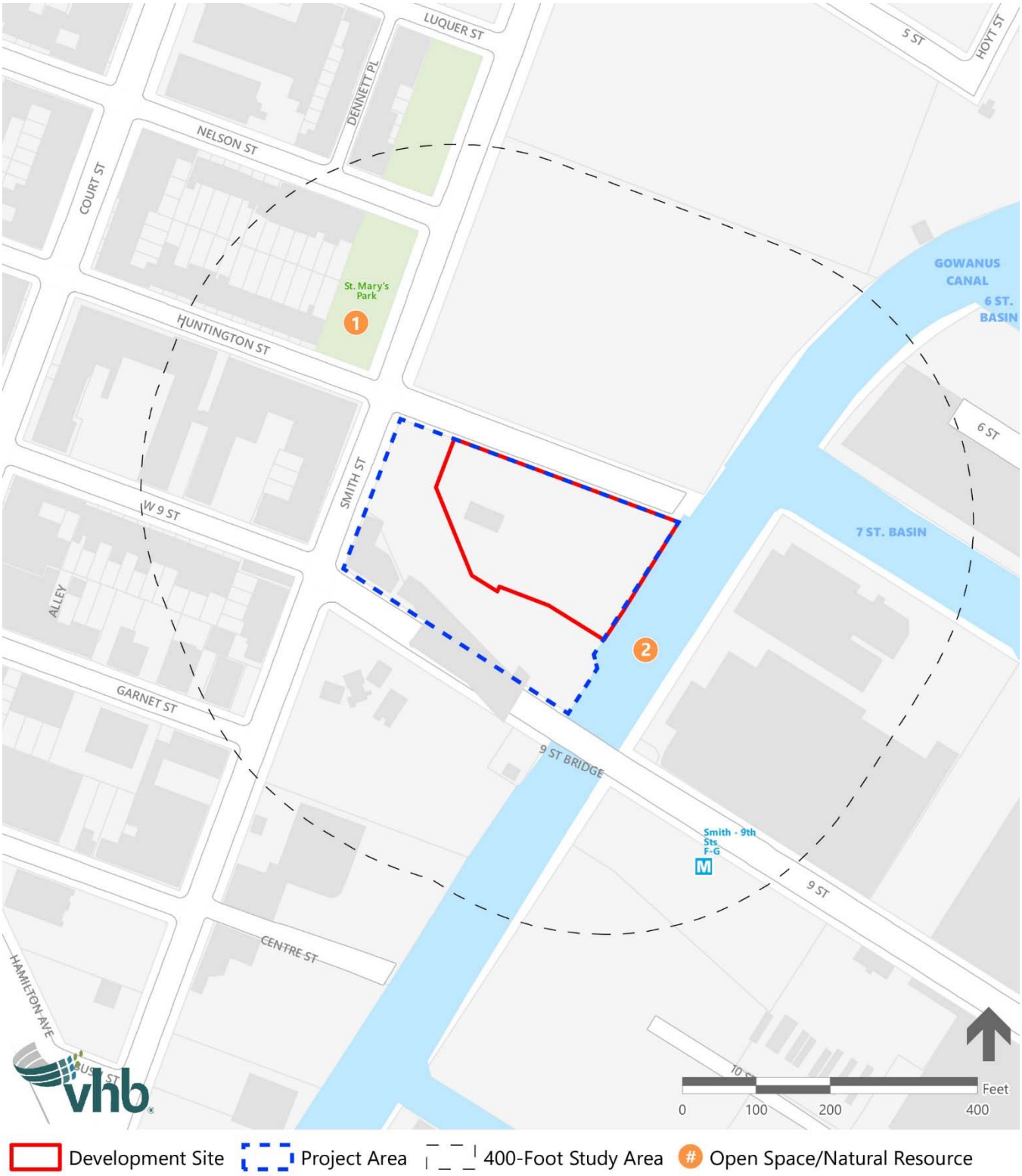


Table 2.4-1 Urban Design Elements on Project Area – Existing Conditions by Lot

Building Element	Lot 1	Lot 8 (Development Site)	Lot 48	Lot 49
Stories	1	0	1	1
Approximate Height (ft)	12.38	0	11	16
Approximate Building Frontage	167 ft on 9th Street	0	65 ft/40 ft on 9th Street	26 ft on 9th Street
Lot Coverage (approximate %)	N/A	0	80%	100%
Gross Floor Area	N/A	0	2,600 gsf	2,000 gsf
Zoning Floor Area	N/A	0	2,600 zsf	2,000 zsf
Ground Floor Use	Subway station	Vacant	Commercial	Vacant

There are no existing publicly-accessible open space, natural features, visual resources, or view corridors in the project area.

Paved sidewalks approximately 5 feet to 15 feet in width are provided along the street frontages of the project area. There is one street tree located on the project area's Smith Street frontage.

Study Area

Street Network

The principal east-west thoroughfare in the study area is 9th Street. This street is a heavily trafficked street connecting the areas east and west of the Gowanus Canal. The street is bi-directional up to Smith Street and then becomes a one-way, westbound street west of Smith Street. Ninth Street is built up to approximately 25 feet west of Smith Street and 35.5 feet east of Smith Street and contains bike lanes that run from the area east of the Gowanus Canal to west of Smith Street. Huntington Street is a one-way, eastbound street that terminates at the Gowanus Canal. Nelson Street (westbound) and Garnet Street (eastbound) are one-way streets that terminate at Smith Street. Smith Street is one-way, northbound street with a bike lane.

Buildings

A visual survey and data provided by City information databases indicate that buildings within the study area are built predominantly up to or near the streetline and have relatively lower lot coverage. Buildings in the study area that are located west of the Gowanus Canal are primarily 2- to 4-story walkups, with the exception of one 10-story elevator building west of the project area on Huntington Street and the 1-story commercial/warehouse buildings located on Lots 48 and 49 of the project area, and the lot located on the south of 9th Street across from the project area. Buildings east of the Gowanus Canal are primarily 1-story

warehouses. A summary of the buildings within the study area is provided in **Table 2.4-2** below.

Table 2.4-2 Urban Design Elements in Study Area – Existing Conditions

Building Element	
Number of Buildings	63
Stories	1-10
Building Height Range (ft)	10-136
Average Building Height (ft)	31
Number of tax lots with less than 2 stories	20
Number of tax lots with 2 to 4 stories	42
Number of tax lots with greater than 4 stories	1
Streetwall Conditions	Generally continuously built at or near the street line
Lot Coverage	Predominantly lower lot coverage

Open Space and Natural Resources

As shown in **Figure 2.4-1**, there is one existing open space (**Map No. 1:** St. Mary's Park) and one natural resource (**Map No. 2:** Gowanus Canal).

Visual Resources

As discussed above, a visual resource is the connection from the public realm to significant natural or built features, including views of the waterfront, public parks, landmark structures or districts, otherwise distinct buildings or groups of buildings, or natural resources.

The study area consists of views to the Gowanus Canal.

While the project area is located adjacent to the S/NR-eligible Gowanus Canal Historic District, the structures within the study area are not visual resources:

- **Map No. 3:** The 9th Street Bridge is a non-contributing structure in the S/NR-eligible Gowanus Canal Historic District and is therefore not considered a visual resource.
- **Map No. 4:** While the old New York Tartar Company building is a contributing structure in the S/NR-eligible Gowanus Canal Historic District, it is not considered a visual resource.

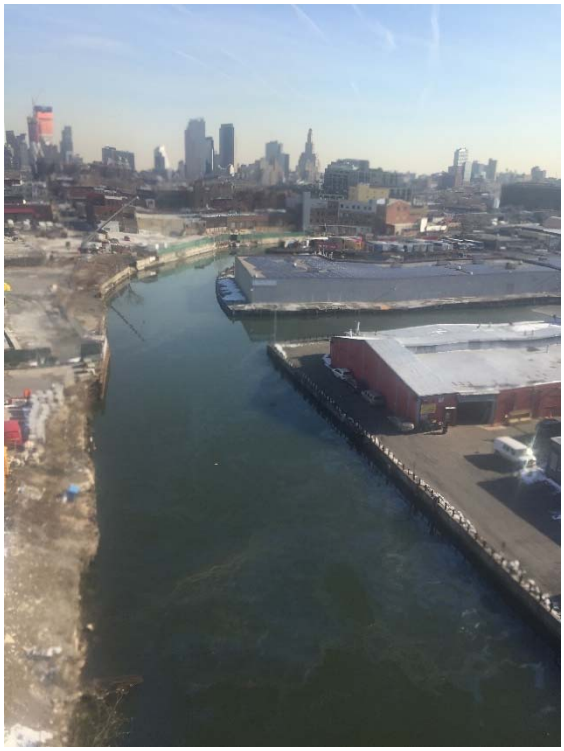
Project Block and Study Area Photographs

A field survey was conducted on April 12, 2019 to document existing conditions in the study area. **Figure 2.4-2** provides a key map that shows the location and viewing direction from which each photograph was captured. Photographs representative of the existing conditions are provided in **Photo 2.4-1** through **Photo 2.4-20**.

Figure 2.4-2 Photo Key Map

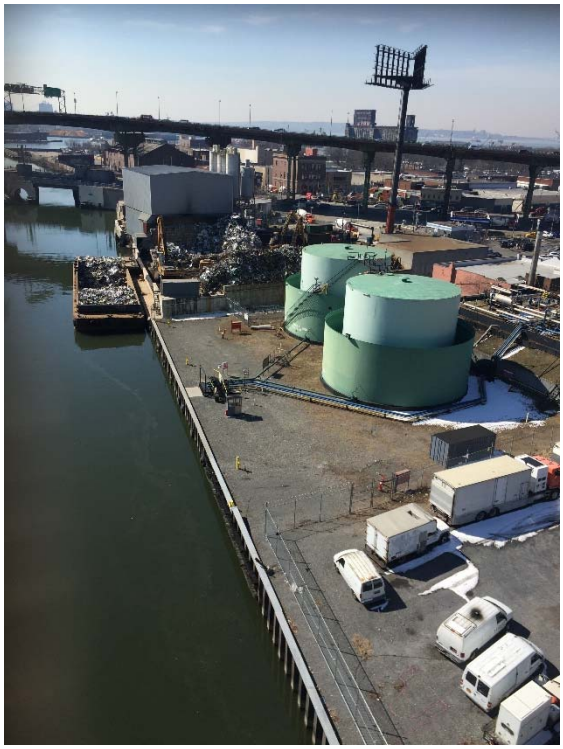


Photo 2.4-1



Northeast view of Gowanus Canal from the elevated Smith-9th Street station

Photo 2.4-2



Southwest view of Gowanus Canal and lots south of the project area from the elevated Smith-9th Street station

Photo 2.4-3



Westward view of Huntington Street from Smith Street

Photo 2.4-4



View of development site at the intersection of Huntington Street and Smith Street

Photo 2.4-5



View of 3-story brick walkups on the west side of Smith Street

Photo 2.4-6



Driveway entrance to Lot 1 underneath the elevated tracks of the F/G train

Photo 2.4-7



View of deli on Lot 48 along 9th Street

Photo 2.4-8



View of luncheonette on Lot 48 and Smith-9th Street station

Photo 2.4-9



View of vacant 1-story building on Lot 49 from the corner of Smith Street and 9th Street

Photo 2.4-10



View of 3-story walkups along Smith Street south of 9th Street

Photo 2.4-11



View of lot on the south side of 9th Street across from the project area

Photo 2.4-12



View of St. Mary's Park from Huntington Street

Photo 2.4-13



View of buildings along Huntington Street west of Smith Street, including 10-story building

Photo 2.4-14



View of western portion of development site and the area underneath the elevated F/G train tracks from Huntington Street

Photo 2.4-15



View of development site and elevated tracks and station from Huntington Street

Photo 2.4-16



Eastern view of Huntington Street

Photo 2.4-17



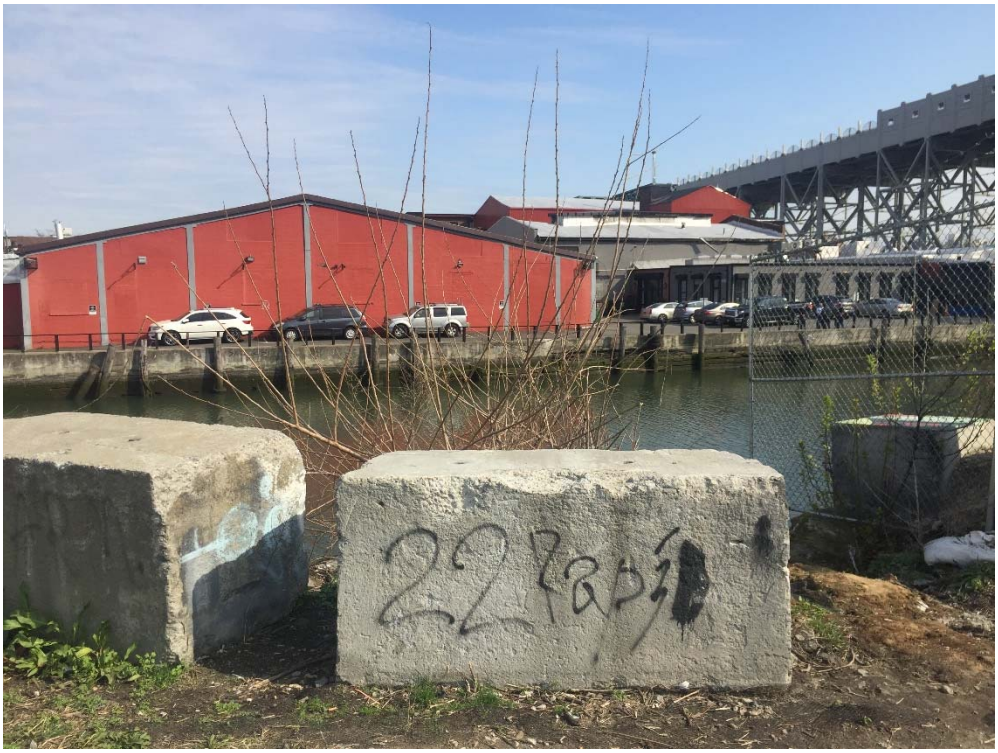
View of the eastern portion of the development site and the elevated tracks from Huntington Street

Photo 2.4-18



View of the end of Huntington Street along the Gowanus Canal

Photo 2.4-19



View of buildings on the east side of Gowanus Canal across the development site

Photo 2.4-20



View of eastern edge of the development site fronting the Gowanus Canal

No-Action Condition

Absent the approval of the proposed actions, the development site would not be redeveloped and would remain underutilized. The site would continue to be used as long-term vehicular storage as well as a contractor yard.

There are no other developments being constructed within the study area. Remediation efforts have started at the lots located on the north side of Huntington Street across from the development site in anticipation of future development at these sites, Gowanus Green and the 459 Smith Street site. Gowanus Green is a proposed development on City owned property to transform the brownfield site into a mixed-use, eight-building development with residential, retail and community facilities uses. The 459 Smith Street site is directly across the street from the proposed development site and consists of 166,000 square foot property. However, there have been no formal plans officially filed for this site, which is within the Gowanus Neighborhood Rezoning area.

With-Action Condition

In the With-Action condition, a 6-story, approximately 86-foot-tall mixed-use building would be constructed on the development site. The proposed project would consist of 12,288 gsf of retail space, 80,219 gsf of office space, a 3,471 gsf contractor shop, and a 15,489-sf contractor yard. In addition, a 7,548-sf waterfront public access area (WPAA) would be provided along the portion of the development fronting Gowanus Canal. Retail space would be located adjacent to this area along Huntington Street and the shore public walkway. The shore public walkway would follow the edge of the bulkhead and extend to the midpoint of Huntington Street. Based on the specifications of the New York City Fire Department, a turnaround would be provided at the end of Huntington Street, without disruption to the WPAA.

As depicted in the **Figure 2.4-3** and **Figure 2.4-4**, the With-Action condition would introduce additional building height into the streetscape. However, the With-Action condition would be compatible with the scale and character of the surrounding area. In addition, the proposed project would not obstruct views to the Gowanus Canal. Further, the proposed shore public walkway would allow for public access to the waterfront and would provide the public with a space to view the Gowanus Canal (see **Figure 2.4-5**).

The proposed project would include changes to the street network in the study area by providing a turnaround at the end of Huntington Street. However, this is expected to improve traffic circulation along Huntington Street and allow for better access to and from the proposed project and the shore public walkway.

Compared to the No-Action condition, the proposed project would extend the street wall along Huntington Street. The proposed active ground floor uses, such as the office lobby and retail spaces and the proposed shore public walkway, would activate the existing streetscape and would improve the pedestrian experiences along Huntington Street and the Gowanus Canal compared to the No-Action condition, in which the site would remain underutilized. Further, street trees would be provided along Huntington Street.

Figure 2.4-3 No-Action/With-Action Comparison of Development Site Facing West



No-Action view facing west along Huntington Street

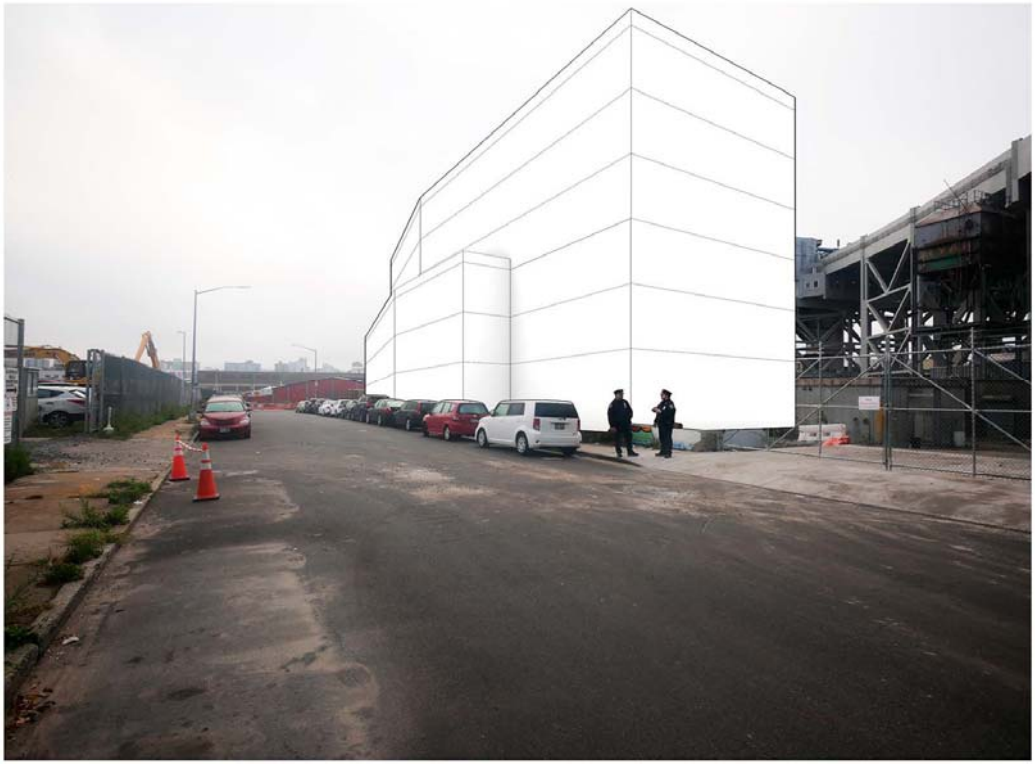


With-Action view facing west along Huntington Street

Figure 2.4-4 No-Action/With-Action Comparison of Development Site Facing East

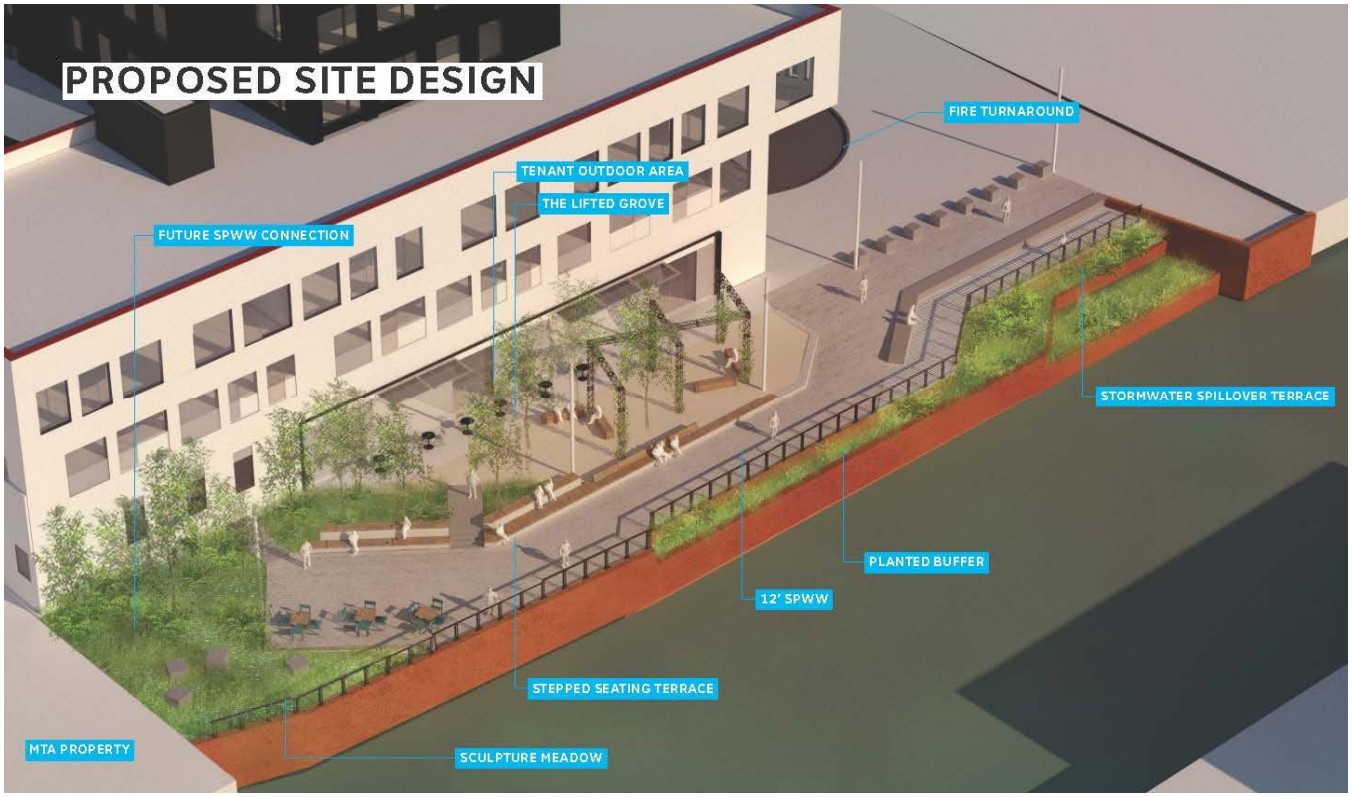


No-Action view facing east along Huntington Street



With-Action view facing east along Huntington Street

Figure 2.4-5 Shore Public Walkway (Illustrative View)



The shore public walkway would include circulation paths, linear seating, planting areas with a variety of trees, shrubs, perennials, a stormwater spillover terrace, and absorptive planting beds. At the end of Huntington Street, the applicant proposes to construct a stepped terrace for an eventual connection to the site to the north. The stepped terrace would have seating opportunities. Overall, the proposed project would represent an improvement over the existing and No-Action urban design conditions at the development site.

2.4.4 Conclusion

Overall, the With-Action condition would introduce additional building height into the streetscape and would be compatible with the scale and character of the surrounding area and consistent with the surrounding building form and streetscape. The proposed project would not obstruct views to the Gowanus Canal from the public realm and would include a shore public walkway that would allow for better public access to the waterfront. The proposed project would provide for a turnaround at the end of Huntington Street, which would improve access and circulation along Huntington Street to the project site and the shore public walkway.

Further, the proposed project would replace underutilized land on the development site with retail and office spaces, and a shore public walkway. In addition, street trees would be provided along Huntington Street and the shore public walkway would have landscaping and seating. These changes would improve the streetscape and would activate the immediately surrounding area. Therefore, no significant adverse impacts to urban design or visual resources would result from the proposed project.

2.5

Natural Resources

This section assesses the potential for a proposed action to result in significant adverse impacts on natural resources, which are defined as the City's biodiversity (plants, wildlife, and other organisms); any aquatic or terrestrial areas capable of providing suitable habitat to sustain the life processes of plants, wildlife, and other organisms; and any areas capable of functioning in support of the ecological systems that maintain the City's environmental stability.

2.5.1 Introduction

The applicant, 300 Huntington LLC, is requesting a Zoning Map Amendment to rezone the project area from an M2-1 to an M2-3 district to facilitate the development of a 6-story building which would include office space, ground-level retail space, and a contractor yard. The applicant is also seeking a zoning certification for a Waterfront Public Access Area (WPAA), and several zoning authorizations related to design and planting requirements for an approximately 7,548-square-foot shore public walkway that would be developed as part of the project along the portion of the development site fronting the Gowanus Canal.

As stated in the *CEQR Technical Manual,* a natural resource is defined as a plant or animal species and any area capable of providing habitat for plant and animal species or capable of functioning to support environmental systems and maintain the City's environmental

balance (e.g. surface and groundwater, wetlands, landscaped areas, gardens, and built structures used by wildlife). An assessment of natural resources is appropriate if a natural resource exists on or near the project site, or if a proposed action involves disturbance of that resource. The development site's eastern boundary is located on the Gowanus Canal, a natural resource. Therefore, this section assesses the potential for the proposed project to result in significant adverse impacts on the canal.

2.5.2 Assessment

With the exception of a narrow band of trees and herbaceous vegetation near the Gowanus Canal shoreline and several other scattered patches of weedy herbaceous plants, the development site is comprised of unvegetated pervious and impervious surfaces. Given these existing conditions and taking into account the heavily urbanized and industrial nature of the general surrounding area, the development site does not represent a significant source of native plant diversity, vegetated communities, or wildlife habitat.

Water quality and bottom sediments within the adjoining Gowanus Canal have been heavily impacted by over a century of industrial usage within and adjacent to the canal, including direct discharges of stormwater, sewage, and industrial waste, as well as removal and replacement of adjoining marshlands and streams with bulkheads and other hardened shoreline features. The Canal was designated as a federal Superfund site in February 2010. In 2013, the U.S. Environmental Protection Agency issued a Record of Decision (ROD) identifying various parties responsible for remediation of contamination within the Gowanus Canal. Remedial actions that are currently underway include removal of contaminated bottom sediments, remediation of three manufactured gas plant sites located along the Canal, and installation of underground tanks to reduce discharges from combined sewer overflows into the Canal. Nevertheless, bottom sediment and water quality conditions within the Canal remain heavily impacted, and the portion of the Gowanus Canal located adjacent to the development site has been designated by the New York State Department of Environmental Conservation (NYSDEC) as Use Class SD, which describes waters that, because of natural or man-made conditions, cannot meet the requirements for primary or secondary contact or fish propagation. As a result of the impacts described above, environmental conditions within the Gowanus Canal projected in the Build Year 2023, with only partial completion of Superfund remedy, are expected to be such that the Canal can only support marine flora and fauna species that are highly tolerant of stressed conditions. It is also important to note that the Canal is not listed as Significant Coastal Fish and Wildlife Habitat by the New York State Department of State (NYSDOS). Therefore, the Gowanus Canal is also not considered a sunlight sensitive resource, as discussed in **Section 2.2, Shadows.**

With respect to terrestrial ecological resources, the proposed project includes landscape treatments for the open space areas at the development site that include a variety of trees, shrubs, grasses, and herbaceous plants. Therefore, as compared to the No-Action condition, the proposed project would improve the quantity and quality of vegetated habitat on the development site and provide increased habitat opportunities for songbirds and other wildlife that occurs within the area.

Regarding aquatic resources, the proposed project would not exceed the CEQR threshold of a two percent increase in the amount of direct stormwater discharges to the Canal, as discussed in **Section 2.7, Water and Sewer Infrastructure.** In addition, stormwater from the development site would be directed through a hydrodynamic separator before being directly discharged into the Canal, thereby improving the water quality of stormwater discharges, as compared to the No-Action condition. Sewage flows from the development site would be directed to the Red Hook Wastewater Treatment Plant and therefore would not impact the Gowanus Canal.

2.5.3 Conclusion

In conclusion, the conditions in and around the Gowanus Canal are such that there are no species, endangered or not, that would be experience significant adverse impacts due to the proposed project. Measures have been taken to reduce the impact of stormwater runoff and CSO discharges so that there would not be an impact to natural resources such as any aquatic biota that may be in the Gowanus Canal. Based on the foregoing, the proposed project would not result in significant adverse effects to terrestrial and aquatic resources and would result in improvements to terrestrial ecology and water quality within the adjacent Gowanus Canal.

2.6

Hazardous Materials

This section assesses whether the proposed project 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.

2.6.1 Introduction

As described in the *2014 CEQR Technical Manual*, a hazardous material is any substance that poses a threat to human health or the environment. Substances that can be of concern include, but are not limited to, heavy metals, volatile and semi-volatile organic compounds, methane, polychlorinated biphenyls, and hazardous wastes (defined as substances that are chemically reactive, ignitable, corrosive, or toxic).

According to the *CEQR Technical Manual*, the potential for significant impacts from hazardous materials can occur when:

- Hazardous materials exist on a site;
- An action would increase pathways to their exposure; or
- An action would introduce new activities or process using hazardous materials.

This section evaluates the potential for significant adverse impacts (as defined by the *CEQR Technical Manual*) that could result because of the proposed project.

2.6.2 Methodology

As indicated in **Section 1, Project Description**, the proposed project would result in the construction of a new 6-story building, which would include office space, ground-level retail space, and a contractor yard, as well as the construction of an approximately 7,548 square-foot public shore walkway along the portion of the building fronting the Gowanus Canal; therefore, a hazardous materials analysis is warranted in accordance with the *CEQR Technical Manual*.

As indicated in the *CEQR Technical Manual*, the hazardous materials (E) designation is an institutional control that may be placed on a site to establish a hazardous materials review and approval framework. It provides a mechanism to ensure that testing for and remediation of hazardous materials, if necessary, are completed prior to future development of an affected site, thereby eliminating the potential for a hazardous materials impact. (E) designated parcels are administered under the New York City Mayor's Office of Environmental Remediation (OER).

The potential for hazardous materials on the development site was evaluated in a Phase I Environmental Site Assessment (ESA) prepared by Langan Engineering, Environmental, Surveying and Landscape Architecture, D.P.C. (Langan), dated November 23, 2016. Langan's Phase I ESA was prepared in accordance with the American Society for Testing and Materials (ASTM) Practice E1527-13, inclusive of the "All Appropriate Inquiry" requirement amended in the Federal Register on December 30, 2013. The United States Environmental Protection Agency (USEPA) "All Appropriate Inquiry" requirement establishes specific regulatory requirements for conducting appropriate inquiries into the previous ownership, uses, and environmental conditions of a property for the purposes of qualifying for certain landowner liability protections under Comprehensive Environmental Response, Compensation and Liability Act (CERCLA).

2.6.3 Assessment

Existing Conditions

The project area comprises Brooklyn Block 477, Lots 1, 8, 48, and 49, and is bounded by the Gowanus Canal to the east, Huntington Street to the north, Smith Street to the west, and 9th Street to the south in the Carroll Gardens neighborhood of Brooklyn. Lot 1 is owned by the City of New York and is improved with the Smith-9th Street Station and the elevated tracks of the F/G train. Lot 48, which totals approximately 3,254 square feet (sf), is improved with two unattached one-story commercial buildings together approximately 2,600 sf. The buildings are occupied by a deli and luncheonette. A very small portion of the luncheonette extends into Lot 1. Lot 49, which has a lot area of approximately 2,047 sf, contains a vacant one-story building totaling approximately 2,000 sf. Lot 8, which is the development site, has a lot area of approximately 49,854 sf. The development site has 334 feet of frontage along Huntington Street and is unpaved and currently vacant. The site is used for parking and used intermittently as an open contractor's yard accessed from a curb cut on Huntington Street. In 2017, an existing one-story materials storage building was demolished.

Phase I Environmental Site Assessment

Langan's Phase I ESA, dated November 23, 2016, was completed for the development site and included analyses as specified in the ASTM Practice E1527-13. The goal of the Phase I ESA process is to identify "recognized environmental conditions" (RECs), which means the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property.

Per the ASTM Standard, the Phase I ESA reviewed a variety of information sources, including current and historic Sanborn Fire Insurance Maps and aerial photographs; state and federal environmental regulatory databases identifying listed sites; and local environmental records. The Phase I ESA also included reconnaissance of the project area and surrounding neighborhood and interviews with a property representative.

As stated in the current ASTM Practice E1527-13, there may be environmental issues or conditions at the site that may be requested by the user to be addressed as part of the Phase I ESA, which are not covered within the scope of ASTM Practice E1527-13. These issues are referred to as "non-scope considerations" and include evaluations relating to asbestos, lead-based paint, mold, etc. These added considerations were evaluated as part of the Phase I ESA.

The Phase I ESA also incorporated the results of previous environmental reports for two adjoining sites, the Former Citizens Gas Works MGP Site (the site to the north of development site across Huntington Street) and the Gowanus Canal, which were available for public review.

The Phase I ESA identified the following RECs for the development site:

- REC-1 – Historical Use of Subject Property – Historical use of the development site included a contractor's yard with concrete mixing plant equipment from as early as 1915, an automobile house with gasoline tank from as early as 1938 until at least 1950, and a blacksmith from as early as 1938 until at least 1969. The concrete mixing plant equipment was present at the development site as of the date of the Phase I ESA but had not been used for concrete mixing since around 2012.[1] At the time of the site reconnaissance, various chemicals were stored throughout the development site in labeled and unlabeled containers. The labeled containers included various concrete admixtures and motor oil. Inadvertent releases of petroleum products, solvents, and/or other hazardous materials associated with historical use of the development site may have adversely affected soil, groundwater and/or soil vapor and is considered a REC.
- REC-2 – Adjacent Former Manufactured Gas Plant Site – The site to the north, the Former Citizens Gas Works MGP Site, was listed in the Voluntary Cleanup Program (VCP), Brownfields Cleanup Program (BCP), and MGP databases. The site was an MGP for about 100 years and is impacted by MGP residues. The BCP site is divided into four parcels, I through IV, and the development site is south of the southernmost parcel (Parcel III)

[1] The concrete mixing plant equipment was subsequently removed from the site.

across Huntington Street. Coal tar is present as a non-aqueous phase liquid (NAPL) throughout the portion of the former MGP site that borders the Gowanus Canal and extends to about 120 feet below grade surface (bgs). MGP-related contaminants have impacted soil, groundwater, and soil vapor at this adjoining property. The off-site portion of a remedial investigation of this MGP site included one boring and three monitoring wells on the southern Huntington Street sidewalk, adjacent to the development site. The soil boring observations and soil and groundwater sample results revealed subsurface petroleum- and tar-impacted soil and groundwater originating from the adjoining former MGP site. The site entered into the New York State Department of Environmental Conservation (NYSDEC) BCP in February 2009 as site #C224012 and the selected remedy includes excavation of subsurface MGP structures and the top 8 feet of soil site-wide, installation of a barrier wall along the perimeter of the Gowanus Canal, installation of tar recovery wells, and long-term engineering and institutional controls. Because the adjoining former MGP site has impacted subsurface conditions at the development site, it is considered a REC.

- REC-3 – Adjoining National Priorities List (i.e., Superfund) Site – The Gowanus Canal, to the east of the development site, is listed in the National Priorities List (NPL), Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS), and State Hazardous Waste Site (SHWS) databases in relation to sediments contaminated with PCBs and coal tar. Known contamination associated with this Superfund site may have impacted soil, soil vapor, or groundwater at the development site, and is considered a REC.[2]
- REC-4 – Historical Use of Adjoining and Surrounding Properties – Historical uses of adjoining and surrounding properties include various industrial, manufacturing, and commercial uses since at least 1886. Adjoining and surrounding uses included, but were not limited to, a chemical fertilizer plant (1886-1904), a boiler cleaning compound factory (1896-1904), a dextrin gum plant (1915), an auto repair shop (1928), a paint manufacturing facility (1928 and 1938), a candy factory (1950-1969), a filling station (1969-2007), a wrought iron furniture manufacturer (1977-1991), and unspecified manufacturing (1977-2007). Inadvertent releases of petroleum products, solvents, chemicals, and/or other hazardous substances at these adjoining and surrounding properties may have impacted groundwater and soil vapor at the development site, and is considered a REC.

In addition to the aforementioned RECs, the Phase I ESA identified several business environmental risks (BERs), which are risks that can have a material environmental or

[2] The United States Environmental Protection Agency (EPA) added the Gowanus Canal to the Superfund program's National Priorities List on March 2, 2010. Based upon the results of an extensive investigation of the contamination in the Canal and public comment on a proposed remedy, in September 2013, EPA signed a Record of Decision (ROD), finalizing a plan to clean up the contaminated sediment that has accumulated as a result of industrial and combined sewer overflow (CSO) discharges. The plan calls for dredging of approximately 600,000 cubic yards of contaminated sediment, restoration of the former 1st Street turning basin, and in dredged areas of the Canal where contamination exists in the native sediment, multiple layers of clean material will be placed. In the sections of the Canal where native sediment is contaminated with coal tar, the sediment will be stabilized by mixing it with concrete or similar materials. The stabilized areas will then be covered with the multilayer cap. The remedy also includes the construction of retention tanks to reduce the volume of contaminated sewage solid discharges from the CSOs at two major outfalls in the upper portion of the Canal. No environmental remediation has been undertaken, to date.

environmental-driven impact on the business associated with the current or planned use of a parcel. Langan's Phase I ESA did not identify any historical RECs or Controlled RECs for the development site.

No-Action Condition

Absent the proposed actions (No-Action condition), the conditions within the project area will remain as in existing conditions.

Preparation for the remediation of the MGP site to the north is currently underway and is governed by the New York State Department of Environmental Conservation's (NYSDEC's) MGP Program. Planned cleanup activities include: excavation and offsite disposal of approximately 42,000 cubic yards of impacted soil; demolition of building foundations, underground facilities and former MGP structures; backfilling of excavated areas with soil that meets the soil cleanup objectives; construction of approximately 880 feet of steel bulkhead barrier wall along the Gowanus Canal; construction of a cover system consisting of a minimum of two feet of soil in the excavation area; installation of coal tar recovery wells to collect and remove contamination; onsite treatment of water generated during remedial activities to meet discharge requirements; development of a Site Management Plan for the long-term maintenance of the remedy; and, recording of an Environmental Easement for the institutional and engineering controls needed at the site.

With-Action Condition

In the With-Action condition, Lots 1, 48, and 49 would remain in their current condition, while the development site (Lot 8) would be redeveloped with the proposed project, consisting of 6-story, 101,221 gsf building with ground-floor retail space, upper-level office space, a contractor yard and a shop, and a 7,548-sf shore public walkway along the Gowanus Canal.

Prior to development, the Applicant would be required to ensure that additional subsurface testing and mitigation would be provided as necessary. To preclude the potential for significant adverse impacts related to hazardous materials, an (E) designation would be established as part of the proposed actions for the development site (Block 477, Lot 8). With the placement of an (E) designation, further hazardous materials assessments would be directed through the New York City Office of Environmental Remediation (OER).

The (E) designation text related to hazardous materials is as follows:

> ***Task 1***
>
> *The Applicant submits to OER, for review and approval, a Phase I ESA of the site along with a soil, groundwater, and soil vapor testing protocol (a.k.a. Remedial Investigation Work Plan [RIWP]) along with a site-specific Health and Safety Plan (HASP), including a description of methods and a project site map with all sampling locations clearly and precisely represented.*
>
> *If site sampling is required, no sampling should begin until written approval of a protocol is received from OER. The number and location of sample sites should be selected to*

adequately characterize the site, the specific source of suspected contamination (i.e., petroleum-based contamination and non-petroleum-based contamination), and the remainder of the site's condition. The characterization should be complete enough to determine what remediation strategy (if any) is necessary after review of sampling data. Guidelines and criteria for selecting sampling locations and collecting samples are provided by OER upon request.

Task 2

A written report with findings and a summary of the data must be submitted to OER after completion of the testing phase and laboratory analysis for review and approval. After receiving such results, a determination is made by OER if the results indicate that remediation is necessary. If OER determines that no remediation is necessary, written notice shall be given by OER.

If remediation is indicated from the test results, a proposed Remedial Action Plan (RAP) must be submitted to OER for review and approval. The applicant must complete such remediation as determined necessary by OER in accordance with the approved RAP. The applicant should then provide proper documentation that remedial action has been satisfactorily completed.

An OER-approved Construction Health and Safety Plan (CHASP) would be implemented during excavation and construction activities to protect workers and the community from potentially significant adverse impacts associated with contaminated soil and/or groundwater. This plan would be submitted to OER for review and approval prior to implementation.

All demolition or rehabilitation work would be conducted in accordance with applicable requirements for disturbance, handling and disposal of suspect lead-paint and asbestos containing materials.

Given these measures, the With-Action condition would not result in any significant impacts relating to hazardous materials.

2.6.4 Conclusion

Any potential impacts relating to hazardous materials would be identified and investigated prior to subsurface disturbance as required by an (E) designation for hazardous materials. Any potential remedial action that may be required would also be administered as part of the (E) designation protocol under the regulatory oversight of OER. With the implementation of these measures, no significant adverse impacts related to hazardous materials would result from the proposed actions.

2.7

Water and Sewer Infrastructure

This section assesses whether the proposed action may adversely affect the City's water distribution or sewer system.

2.7.1 Introduction

This section evaluates the potential effects of the proposed project on the City's water supply, wastewater treatment, and stormwater management infrastructure, in accordance with the 2014 *CEQR Technical Manual*.

New York City's water and sewer network is fundamental to the operation, health, safety and quality of life of the City and its surrounding environment, and it must be sized to fit the users and surface conditions to function adequately. Ensuring these systems have adequate capacity to accommodate land use or density changes and new development is critical to avoid environmental and health problems such as sewer back-ups, street flooding, or pressure reductions.

As described in **Section 1.0, Project Description,** the proposed project consists of the development of a 101,221 gsf mixed-use building consisting of 92,507 gsf commercial office and retail space and 3,471 gsf of manufacturing space for a contractor workshop. The proposed project would also include the construction of a shore public walkway fronting the Gowanus Canal.

According to the *CEQR Technical Manual*, actions that would increase density or change drainage conditions warrant a water and sewer infrastructure analysis. Specifically,

developments that would result in an exceptionally large demand for water (more than one million gallons per day ["mgd"]) or that are located in an area that experiences low water pressure require an analysis of potential impacts on the water supply system. Additionally, projects located in specific drainage areas, such as the Gowanus Canal, that would involve development on a site one acre or larger where the amount of impervious surface would increase, require an analysis of potential impacts on the wastewater and stormwater conveyance and treatment system.

The proposed project is located in the Gowanus Canal drainage area on a site that is larger than one acre and it would increase impervious surfaces at the site. Therefore, an analysis of the proposed project's potential impacts on the wastewater and stormwater conveyance and treatments system is required.

2.7.2 Methodology

Water Supply

According to the *CEQR Technical Manual,* a preliminary water supply infrastructure analysis is necessary if the project would result in an exceptionally large demand for water (i.e., over one million gallons per day), or is located in an area that experiences low water pressure (i.e., areas at the end of the water supply distribution system such as the Rockaway Peninsula and Coney Island). The proposed project is not located in an area that experiences low water pressure and would result in an incremental water demand of approximately 27,634 gallons per day ("gpd") (see **Table 2.7-3**) as compared with the No-Action condition. A preliminary water supply analysis is not warranted since the projected water demand for the With-Action condition does not exceed the CEQR threshold of one million gpd.

Wastewater and Stormwater Conveyance and Treatment

A preliminary sewer analysis is warranted if a proposed project is located in a combined sewer area and would exceed incremental development thresholds (above the predicted No-Action condition) of 400 residential units or 150,000 sf of commercial space in Brooklyn; or if a proposed project is located in a drainage area of concern, such as the Gowanus Canal, and would involve development on a site one acre or larger where the amount of impervious surface would increase. The proposed project would not result in over 150,000 sf of commercial space. However, as mentioned previously, the proposed project is located in the Gowanus Canal drainage area on a site greater than one acre (1.14 acres or 49,854 sf). Therefore, a sewer analysis is warranted and provided below.

Existing and future water demand and sanitary sewage generation are calculated based on use generation rates provided in the *CEQR Technical Manual*. The New York City Department of Environmental Protection (DEP) Flow Volume Calculation Matrix is used to calculate the overall sanitary sewage and stormwater runoff volume discharged to the separate sewer systems for four rainfall volume scenarios with varying durations. The ability of the City's sewer infrastructure to handle the anticipated demand from the proposed project is assessed by estimating existing sewage generation rates, and then comparing these existing rates with the future No-Action and future With-Action conditions.

2.7.3 Assessment

Existing Conditions

Stormwater and Sanitary Sewage Conveyance System

The development site is located in a combined sewer area, which is an area served by a combined sewer system that collects both sanitary sewage and stormwater. According to a sewer map provided by DEP, there is a 12-inch circular sewer pipe located south of the site along 9th Street. Sewage flows from this pipe into the 72-inch circular combined sewer pipe running along Smith Street. Combined sewage flows in this area are then carried to the Red Hook Wastewater Treatment Plant (WWTP), which has a maximum permitted capacity of 60 mgd.

There are three catch basins located along the southern edge of the project area along 9th Street as well as five manholes located along 9th Street and the southern portion of Lot 1, which is in the project area. These catch basins and manholes are served by a 12-inch pipe that runs along 9th Street, which ends at a headwall located at the eastern edge of Lot 1 fronting the Gowanus Canal, just south of the development site. Stormwater is carried through this pipe, which discharges directly into the Gowanus Canal. The New York City Department of Design and Construction (DDC) and DEP are undertaking water and sewer infrastructure improvements in the area as part of the 9th Street Infrastructure Improvements project (Capital Project SEK20068). The project includes a mandatory upgrade to the stormwater infrastructure in the area in an effort to mitigate flooding by replacing existing stormwater collection facilities and two existing outfalls that discharge directly into the Gowanus Canal. This project requires permits and approvals from DEP, the New York City Department of Transportation (DOT), the New York State Department of Environmental Conservation (NYSDEC), the New York State Department of State (NYSDOS), and the United States Army Corps of Engineers (USACE).

Water and Sanitary Flow

As described in **Section 1.0, Project Description,** the project site is a 49,854-sf (1.14-acre) unpaved, vacant lot used intermittently for long-term vehicle storage and as an open contractor's yard. Because the site is vacant, there is no water consumption or sewage generation at the site.

Stormwater from the development site currently flows overland directly to the Gowanus Canal. Stormwater from Huntington Street also currently flows overland directly to the Gowanus Canal.

Table 2.7-1 shows the breakdown of existing site coverage and the associated runoff coefficients.

Table 2.7-1 Existing Conditions, Weighted Runoff Coefficient (C)

Surface Type	Roof	Pavement/Walks	Other[1]	Grass/Softscape	Total
Area (%)	0	0	100	0	100
Surface Area (sf)	0	0	49,854	0	49,854
Runoff Coefficient	1.00	0.85	0.85	0.20	0.85*

Notes:
Runoff coefficients for each surface type as per DEP, as provided in the CEQR DEP Flow Volume Calculation Matrix.
*Weighted runoff coefficient calculations are based on the DEP Flow Volume Calculation Matrix provided in the CEQR Technical Manual.
[1]The 49,854 lot is unpaved and is, therefore, assumed to be an "Other" surface type.

The total sewage and stormwater flows generated at the development site under existing conditions, during different storm events, are presented in million gallons ("MG") in **Table 2.7-2**.

Table 2.7-2 DEP Flow Volume Matrix – Existing Conditions, Sewage and Stormwater Generation During Different Storm Events

Rainfall Volume (in.)	Rainfall Duration (hr.)	Total Area (Acre)	Weighted Runoff Coefficient (C)	Sewage and Stormwater to Combined Sewer System (MG)	Stormwater Runoff (MG)
0.00	3.80	1.14	0.85	0.00	0.00
0.40	3.80	1.14	0.85	0.00	0.01
1.20	11.30	1.14	0.85	0.00	0.03
2.50	19.50	1.14	0.85	0.00	0.07

Future No-Action Condition

Under the No-Action condition, the development site is expected to remain in its existing condition. There would be no change in surface coverage from existing conditions. As such, stormwater from the development site and from Huntington Street will continue to flow directly to the Gowanus Canal, and there would be no sewage generated by the development site.

Future With-Action Condition

Conveyance System

Under the With-Action condition, the applicant is proposing to construct a separate sewer system. A new stormwater outfall to handle stormwater from the development site would be constructed on the site just south of Huntington Street. The applicant is currently proposing that stormwater from the site would be directed through a hydrodynamic separator, an element that removes sediment and other pollutants, before being directly discharged into

the Gowanus Canal.[1] The United States Environmental Protection Agency (EPA), the agency with oversight for new stormwater outfalls at this location, has approved this new outfall. Stormwater from Huntington Street would be managed in accordance with direction from DEP. Sanitary sewage from the proposed project would connect to a new 10-inch sanitary sewer being built on Huntington Street as part of the proposed project and would flow from this pipe into the 72-inch combined sewer along Smith Street, which would then be directed to the Red Hook WWTP. A site connection permit will be required for the proposed 10-inch sanitary sewer connection to Huntington Street.

Water and Sanitary Flows

Table 2.7-3 shows the estimated water consumption and sewage generation under the proposed project. The proposed project is expected to generate approximately 11,318 gpd of daily sanitary sewage with a total water demand of 27,634 gpd. The estimated sanitary flow of 11,318 gpd would represent approximately 0.02 percent of the average daily flow capacity of 60 mgd at the Red Hook WWTP. Therefore, the anticipated sanitary flow from the proposed project would not exceed the capacity of the facility and would not result in significant adverse impacts on the city's sewage treatment system.

Table 2.7-3 Future With-Action Condition, Water Consumption and Wastewater Generation

		Water Consumption and Wastewater Generation				
Land Use	Rate	Unit	Size	Water/Wastewater (gpd)	Air Conditioning (gpd)	Total (gpd)
Office[1]	Domestic: 0.10 gpd/sf; Air Conditioning: 0.17 gpd/sf	SF	83,690	8,369	14,227.3	22,596.3
Retail	Domestic: 0.24 gpd/sf; Air Conditioning: 0.17 gpd/sf	SF	12,288	2,949.12	2,088.96	5,038.08
					Total Water Consumption	**27,634.38**
					Total Sewage Generation	**11,318.12**

Source: *CEQR Technical Manual* Table 13-2 for consumption rate assumptions.
Notes:
[1] Assumes office use for office space and contractor shop, which functions as storage space, according to the applicant.

Stormwater Flows

The proposed project would increase the amount of impervious roof area as well as impervious pavement surfaces and pervious softscape and other surface types at the

[1] A hydrodynamic separator is not required by existing regulations.

development site, therefore resulting in an increase of 0.02 in the stormwater coefficient in the With-Action condition as compared to the No-Action condition, from 0.85 to 0.88. **Table 2.7-4** shows the proposed site coverage and associated runoff coefficients in the With-Action condition.

Table 2.7-4 With-Action Condition, Wieghted Runoff Coefficient (C)

Surface Type	Roof	Pavement/Walks[1]	Other[2]	Grass/Softscape	Total
Area (%)	47	42	3	7	100
Surface Area (sf)	21,409	19,269	6,054	3,122	49,854
Runoff Coefficient	1.00	0.85	0.87	0.20	0.88*

Notes:
Runoff coefficients for each surface type as per DEP, as provided in the CEQR DEP Flow Volume Calculation Matrix.
* Weighted runoff coefficient calculations are based on the DEP Flow Volume Calculation Matrix provided in the CEQR Technical Manual.
[1] Pavement/Walks" includes pavement from shore public walkway and the 15,489 sf contractor yard.
[2] The "Other" surface type is stabilized aggregate (occupiable, permeable pavement).

As noted previously, all stormwater from the development site, which is 1.14 acres, would continue to discharge directly to the Gowanus Canal; however, instead of flowing overland directly to the canal, the proposed project would include a hydrodynamic separator to remove sediment and other pollutants prior to discharge into the canal.

Since the proposed catchment area discharging directly to the Gowanus Canal is greater than one acre, a Stormwater Pollution Prevention Plan (SWPPP) would be required as per NYSDEC regulations.

Table 2.7-5 provides the stormwater generation from the development site for the With-Action condition during different storm events.

Table 2.7-5 DEP Flow Volume Matrix – With-Action Condition, Sewage and Stormwater Generation During Different Storm Events

Rainfall Volume (in.)	Rainfall Duration (hr.)	Total Area (Acre)	Weighted Runoff Coefficient (C)	Sewage to Combined Sewer System (MG)	Stormwater Runoff (MG)
0.00	3.80	1.14	0.88	0.002	0.00
0.40	3.80	1.14	0.88	0.002	0.01
1.20	11.30	1.14	0.88	0.005	0.03
2.50	19.50	1.14	0.88	0.008	0.07

The calculations from the Flow Volume Calculation Matrix determine the change in peak wastewater flow volumes to the combined sewer system and the change in peak stormwater flow volumes to the Gowanus Canal from the Existing/No-Action to future With-Action Conditions during various rainfall scenarios chosen by DEP. **Table 2.7-6** shows the incremental change in flow volumes to the Gowanus Canal from the Existing/ No-Action to With-Action Condition, which are taken from the DEP Flow Volume Calculation Matrix.

Table 2.7-6 DEP Flow Volume Matrix – Existing/No-Action and With-Action Volume Comparison

		Total Volume to Gowanus Canal (MG)		Increment	
Rainfall Volume (in.)	Rainfall Duration (hr.)	Existing/No-Action Conditions	With-Action Condition	Increased Volume to the Gowanus Canal (MG)	Percent Change from Existing/No-Action (%)
0.00	3.80	0.00	0.00	0	0%
0.40	3.80	0.01	0.01	0	0%
1.20	11.30	0.03	0.03	0	0%
2.50	19.50	0.07	0.07	0	0%

As shown in the table, the proposed project would not increase the amount of stormwater being discharged into the Gowanus Canal. According to the *CEQR Technical Manual,* if the proposed project would result in an increase of 2 percent or more over existing conditions for dry and wet weather flows from the development site for any rainfall event that would discharge to a drainage area of concern, then a detailed analysis may be necessary. Because the proposed project would not increase the amount of stormwater being discharged into the Gowanus Canal, no further analysis is warranted.

Table 2.7-7 shows the incremental change in flow volumes to the combined sewer system from the Existing/ No-Action to With-Action Condition, which are taken from the DEP Flow Volume Calculation Matrix.

Table 2.7-7 DEP Flow Volume Matrix – Existing/No-Action and With-Action Volume Comparison

		Total Volume to Combined Sewer System (MG)		Increment
Rainfall Volume (in.)	Rainfall Duration (hr.)	Existing/No-Action Conditions	With-Action Condition	Increased Volume to Combined Sewer System (MG)
0.00	3.80	0.00	0.002	0.002
0.40	3.80	0.00	0.002	0.002
1.20	11.30	0.00	0.005	0.005
2.50	19.50	0.00	0.008	0.008

As shown in the table, the proposed project would result in an incremental increase of approximately 0.002 to 0.008 MG to the subcatchment area, depending on the rainfall volume and duration. The corresponding percent change in flow volumes to the combined sewer system over Existing/future No-Action Conditions are also shown in the table.

As described previously, sanitary sewage generated by the development site would be 11,318 gpd, an 11,318 gpd increase from the No-Action Condition. Therefore, the amount of flow from the development site being directed to the combined sewer would increase. However, as mentioned above, the estimated sanitary flow of 11,318 gpd would represent

approximately 0.02 percent of the average daily flow capacity of 60 mgd at the Red Hook WWTP and would not result in significant adverse impacts on the city's sewage treatment system. As sewer conveyance near the development site and wastewater treatment capacity at the Red Hook WWTP are both sufficient to handle wastewater flow that would result from the proposed project, there would not be any significant adverse impacts on wastewater treatment or stormwater conveyance infrastructure.

2.7.4 Conclusion

The estimated amount of water supply demand by the proposed project would not exceed the CEQR threshold of one million gpd. Therefore, a preliminary water supply analysis was not required. Because the development site is located in a drainage area of concern (the Gowanus Canal), a preliminary sewer analysis was conducted. Since the proposed area discharging directly to the Gowanus Canal is greater than one acre, a SWPPP would be required. The proposed project would not exceed the CEQR threshold of a 2 percent increase in the amount of stormwater that would be directly discharged to the Gowanus Canal from the development site. In addition, stormwater from the development site would be directed through a hydrodynamic separator before being directly discharged into the Canal. This would limit the amount of stormwater and pollution being discharged into the Gowanus Canal. Sanitary sewage generated from the proposed project would result in an increase in wastewater and stormwater runoff being conveyed to the combined sewer system in the neighborhood. However, the 11,318 gpd of sanitary sewage generated by the proposed project would represent 0.02 percent of the average daily flow capacity of 60 mgd at the Red Hook WWTP and would not result in significant adverse impacts on the city's sewage treatment system.

As such, the analysis concludes that the proposed project would not result in significant adverse impacts on the city's water supply, or on its wastewater and stormwater conveyance and treatment infrastructure.

2.8

Transportation

The objective of the transportation analyses is to determine whether a proposed project may result in significant adverse impacts on traffic operations and mobility, public transportation facilities and services, pedestrian elements and flow, safety of all roadway users (pedestrians, cyclists, transit users and motorists), and on- and off-street parking.

2.8.1 Introduction

The proposed project is located between Smith Street and the Gowanus Canal in the Carroll Gardens section of Brooklyn. **Figure 2.8-1** shows the location of the project area. The proposed project would consist of a 6-story building with 80,219 square feet (sf) of office space, 12,288 sf of local retail space, and 7,548 sf of waterfront public access area ("passive open space"). There would be no parking provided on-site for these uses. **Table 2.8-1** shows the development increment analyzed. Although the proposed project would include an 18,960 sf contractor shop and yard, the primary use of this space is for storage of construction equipment and vehicle activity during the With-Action condition would be similar to the existing and No-Action conditions despite the reduction in contractor yard space.

Figure 2.8-1 Project Location

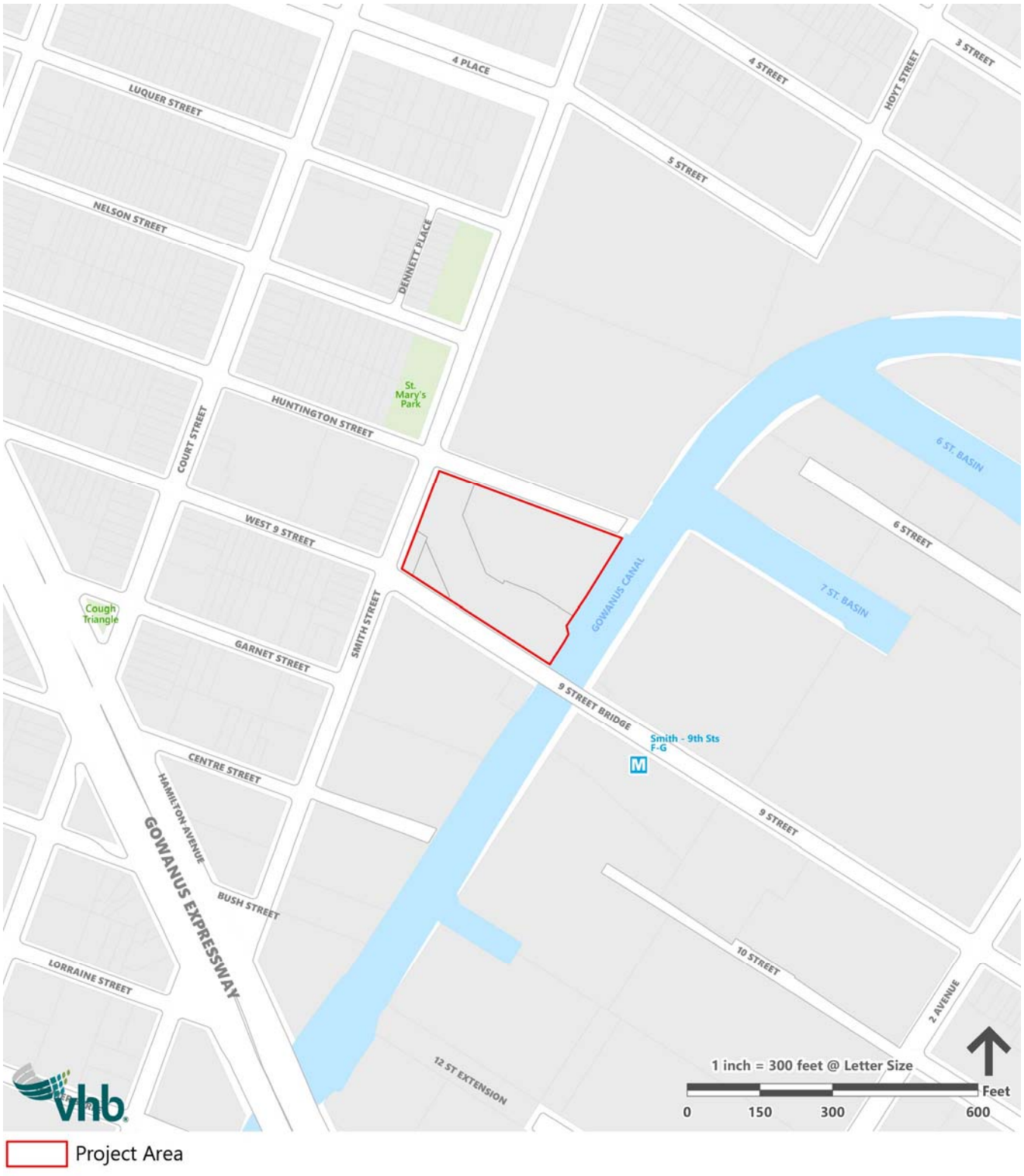


Table 2.8-1 Development Increment for Analysis

Use	No-Action Condition	With-Action Condition	Increment
Office	0 GSF	80,219 GSF	80,219 GSF
Local Retail	0 GSF	12,288 GSF	12,288 GSF
Contractor Shop and Yard (including accessory parking)[1]	48,512 SF	18,960 SF	-29,552 SF
Passive Open Space	0 SF	7,548 SF	7,548 SF

[1] The primary use of the construction shop and yard is for storage of construction equipment. Despite the reduction in square footage, vehicle activity during the With-Action condition would be similar to the existing and No-Action conditions, and no changes in trips would be expected.

2.8.2 Methodology

According to the 2014 *CEQR Technical Manual* procedures for transportation analysis, a two-tiered screening process is undertaken to determine whether a quantified analysis is necessary. The first step, the Level 1 (Trip Generation) screening, determines whether the volume of peak hour person and vehicle trips generated by the proposed project would remain below the minimum thresholds for further study. These thresholds are:

- 50 peak hour vehicle trip ends;
- 200 peak hour subway/rail or bus transit riders; and
- 200 peak hour pedestrian trips.

If the proposed project results in increments that would exceed any of these thresholds, a Level 2 (Trip Assignment) screening assessment is performed. Under this assessment, project-generated trips that exceed Level 1 thresholds are assigned to and from the site through their respective networks (streets, bus and subway lines, sidewalks, etc.) based on expected origin-destination patterns and travel routes.

Level 1 Screening Assessment

The travel demand factors used to calculate the projected number of trips were obtained primarily from the 2014 *CEQR Technical Manual*, the New York City Department of City Planning's (NYCDCP) reverse journey to work data, and from other New York City environmental impact studies and assessments such as the *Atlantic Yards Arena and Redevelopment Project FEIS (2006)*. **Table 2.8-2** provides the travel demand assumptions used for the weekday AM, midday, PM, and Saturday midday peak hours.

Table 2.8-2 Travel Demand Assumptions

	Office	Local Retail	Passive Open Space
Person Trip Gen Rate	18/3.9[1]	205/240[1]	44/62[1]
(Weekday/ Saturday)	*per 1,000 SF*	*per 1,000 SF*	*per acre*
Linked Trip Credit	0%	25%	0%
Temporal Distribution			
Weekday AM Peak	12%[1]	3%[1]	3%[1]
Weekday Midday Peak	15%[1]	19%[1]	5%[1]
Weekday PM Peak	14%[1]	10%[1]	6%[1]
Saturday Midday Peak	17%[1]	10%[1]	6%[1]
Modal Split			
(Weekday AM, PM, and Saturday Midday Peak Hours/ Weekday Midday Peak Hour)			
Auto	28.7%/2%[2,3]	11%/11%[4]	20%/20%[5]
Taxi	4.9%/1%[2,3]	0%/0%[4]	1%/1%[5]
Bus	12.7%/7%[2,3]	2%/2%[4]	11%/11%[5]
Subway	32.1%/7%[2,3]	3%/3%[4]	12%/12%[5]
Walk	21.6%/83%[2,3]	84%/84%[4]	56%/56%[5]
Vehicle Occupancy			
Auto	1.42[3]	2.00[3]	2.90[5]
Taxi	1.42[3]	2.00[3]	3.00[5]
Directional Split (In/Out)			
Weekday AM Peak	96%/4%[3]	50%/50%[3]	55%/45%[5]
Weekday Midday Peak	39%/61%[3]	50%/50%[3]	50%/50%[5]
Weekday PM Peak	5%/95%[3]	50%/50%[3]	45%/55%[5]
Saturday Midday Peak	60%/40%[3]	50%/50%[7]	55%/45%[5]
Truck Trip Gen	0.32/0.01[1]	0.35/0.04[1]	0.01/0.01[5]
(Weekday/ Saturday)	*per 1,000 SF*	*per 1,000 SF*	*per acre*
Truck Temporal Distribution			
Weekday AM Peak	10%[1]	8%[1]	6%[5]
Weekday Midday Peak	11%[1]	11%[1]	6%[5]
Weekday PM Peak	2%[1]	2%[1]	1%[5]
Saturday Midday Peak	11%[1]	11%[1]	0%[5,6]
Truck Trip Directional Split (In/Out) - 50%/50%			

Source:
(1) *2014 CEQR Technical Manual*
(2) Based on office survey data provided by NYCDOT
(3) *Atlantic Yards Arena and Redevelopment Project FEIS (2006)*
(4) NYCDOT survey of local retail space in Brooklyn transit zone
(5) *Brooklyn Bridge Park FEIS (2010)*
(6) Temporal distribution for Saturday midday peak hour assumed to be similar to Sunday midday peak hour in *Brooklyn Bridge Park FEIS (2010)*
(7) Directional distribution for local retail Saturday midday peak hour assumed to be similar to weekday midday peak hour

Travel Demand Assumptions

Office

Trip generation rates used for the office use of 18 daily person trips per 1,000 sf for weekday and 3.9 daily person trips per 1,000 sf for Saturday were based on the *2014 CEQR Technical Manual*. Temporal distributions of 12 percent, 15 percent, 14 percent, and 17 percent for the weekday AM, midday, PM, and Saturday midday peak hours, respectively, were also obtained from the *2014 CEQR Technical Manual*. The weekday AM, PM, and Saturday midday peak hours modal splits of 28.7 percent by auto, 4.9 percent by taxi, 12.7 percent by bus, 32.1 percent by subway, and 21.6 percent by walk were based on office survey data provided by NYCDOT. The weekday midday peak hour modal split used was 2 percent by auto, 1 percent by taxi, 7 percent by bus, 7 percent by subway, and 83 percent by walk and were obtained from the *Atlantic Yards Arena and Redevelopment Project FEIS (2006)*. Vehicle occupancies of 1.42 persons by auto and 1.42 persons by taxi (obtained from the *Atlantic Yards Arena and Redevelopment Project FEIS [2006])* were used for all peak hours. The directional distributions of 96 percent in, 39 percent in, 5 percent in, and 60 percent in were used for the weekday AM, midday, PM, and Saturday midday peak hours, respectively.

For office delivery trips, a trip generation rate of 0.32 daily trucks per 1,000 sf and a temporal distribution of 10 percent, 11 percent, and 2 percent for the weekday AM, midday, and PM peak hours, respectively, were based on the *2014 CEQR Technical Manual*. For Saturday delivery trips, a trip generation rate of 0.01 daily trucks per 1,000 sf and a temporal distribution of 11 percent for the Saturday midday peak hour was based on the *2014 CEQR Technical Manual*.

Local Retail

For the local retail use, trip generation rates of 205 daily person trips per 1,000 sf for weekday and 240 daily person trips per 1,000 sf for Saturday were obtained from the *2014 CEQR Technical Manual* and 25 percent was assumed to account for linked trips between the local retail and other uses. Modal splits were based on New York City Department of Transportation (NYCDOT) surveys of local retail space in Brooklyn transit zones, vehicle occupancy and directional distributions were obtained from the *Atlantic Yards Arena and Redevelopment Project FEIS (2006)* and the temporal distributions were obtained from the *2014 CEQR Technical Manual*. The weekday AM, midday, PM, and Saturday midday peak hour modal splits of 11 percent by auto, 2 percent by bus, 3 percent by subway, and 84 percent by walk, and vehicle occupancies of 2.00 persons per auto and 2.00 persons per taxi, were used for all peak hours. The temporal distributions used were 3 percent, 19 percent, 10 percent, and 10 percent for the weekday AM, midday, PM, and the Saturday midday peak hours, respectively, and the directional distributions used were 50 percent "in" for all peak hours.

For retail delivery trips, daily trip generation rates of 0.35 and 0.04 daily trucks per 1,000 sf for weekday and Saturday, respectively, and a temporal distribution of 8 percent, 11 percent, 2 percent, and 11 percent for the weekday AM, midday, PM, and Saturday midday peak hours, respectively, were obtained from the *2014 CEQR Technical Manual*.

Passive Open Space

For the passive open space use, trip generation rates of 44 daily person trips per acre for weekday and 62 daily person trips per acre for Saturday were obtained from the *2014 CEQR Technical Manual*. Modal splits, vehicle occupancy, and directional distributions were obtained from the *Brooklyn Bridge Park FEIS (2010)* and the temporal distributions were obtained from the *2014 CEQR Technical Manual*. The weekday AM, midday, PM, and Saturday midday peak hour modal splits of 20 percent by auto, 1 percent by taxi, 11 percent by bus, 12 percent by subway, and 56 percent by walk, and vehicle occupancies of 2.90 persons per auto and 3.00 persons per taxi, were used for all peak hours. The temporal distributions used were 3 percent, 5 percent, 6 percent, and 6 percent for the weekday AM, midday, PM, and the Saturday midday peak hours, respectively, and the directional distributions used were 55 percent "in", 50 percent "in", 45 percent "in", and 55 percent "in" for the weekday AM, midday, PM, and Saturday midday peak hours, respectively.

For delivery trips, daily trip generation rates of 0.01 daily trucks per acre was assumed for both the weekday and Saturday, and a temporal distribution of 6 percent, 6 percent, and 1 percent for the weekday AM, midday, and PM peak hours, respectively, were obtained from the *Brooklyn Bridge Park FEIS (2010)*; no deliveries are assumed during the Saturday midday peak hour.

Level 1 Screening Results

Transit and Pedestrian

The total number of person trips generated by the proposed project are provided in **Table 2.8-3**. The increase in transit trips would be 81 trips (24 bus trips and 57 subway trips) during the weekday AM peak hour, 48 trips (23 bus trips and 25 subway trips) in the weekday midday peak hour, 100 trips (29 bus trips and 71 subway trips) in the weekday PM peak hour, and 16 trips (7 bus trips and 9 subway trips) in the Saturday midday peak hour. Since the number of peak hour transit trips expected to be generated by the proposed project does not exceed the *2014 CEQR Technical Manual* Level 1 threshold of 200 person trips per hour, no additional analyses are needed. The increase in pedestrian trips (walk-only trips plus walk from auto, bus and subway trips) is 222 person trips during the weekday AM peak hour, 575 person trips during the weekday midday peak hour, 379 person trips during the weekday PM peak hour, and 271 person trips during the Saturday midday peak hour. Since the number of peak hour pedestrian trips expected to be generated by the proposed project exceeds the *2014 CEQR Technical Manual* Level 1 threshold of 200 pedestrian trips per hour during the weekday AM, midday, PM, and Saturday midday peak hours, a Level 2 trip assignment was subsequently conducted to determine if a detailed pedestrian analysis is necessary.

Table 2.8-3 Trip Generation Summary – Person Trips

	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
Mode	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Auto	51	5	56	22	23	45	13	65	78	13	12	25
Taxi	8	0	8	1	1	2	0	9	9	0	0	0
Bus	22	2	24	10	13	23	3	26	29	4	3	7
Subway	54	3	57	11	14	25	6	65	71	5	4	9
Walk	60	25	85	221	261	482	81	120	201	119	111	230
Total	**195**	**35**	**230**	**265**	**312**	**577**	**103**	**285**	**388**	**141**	**130**	**271**

Traffic

Table 2.8-4 summarizes the total peak hour vehicular volumes ("ins" plus "outs") for the proposed project. The hourly vehicle trips generated by the proposed project would be 53 vehicles per hour (vph) during the weekday AM peak hour, 29 vph in the weekday midday peak hour, 63 vph in weekday PM peak hour, and 13 vph in the Saturday midday peak hour. Since the volume of vehicle trips generated by the proposed project would exceed the 50-vehicle trip threshold during the weekday AM and PM peak hours, a Level 2 trip assignment was subsequently conducted to determine if a detailed analysis is necessary.

Table 2.8-4 Trip Generation Summary – Vehicle Trips

	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
Mode	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Auto	36	3	39	11	12	23	7	44	51	7	6	13
Taxi	6	6	12	2	2	4	6	6	12	0	0	0
Truck	1	1	2	1	1	2	0	0	0	0	0	0
Total	**43**	**10**	**53**	**14**	**15**	**29**	**13**	**50**	**63**	**7**	**6**	**13**

Level 2 Screening Assessment

As shown above, the number of trips generated by the proposed project would exceed the *2014 CEQR Technical Manual* Level 1 screening thresholds for vehicle and pedestrian trips during the peak hours analyzed. Project-generated trips were assigned through the surrounding street network based on expected routes to and from the development site.

Transit and Pedestrians

Transit and pedestrian trips were assigned through the pedestrian network based on logical and direct travel routes to and from the development site from neighborhood attractions, off-site parking, subway stations and/or bus stops, to determine if the number of additional pedestrian trips generated by the proposed project would exceed 200 peak hour pedestrian

trips at key pedestrian elements (e.g., crosswalk, sidewalk, corner reservoir area) approaching the site – the threshold for detailed pedestrian analysis.

Bus transit options within the development site vicinity include the B57 and the B61. Within the project vicinity, the B57 bus route travels south along Court Street to Red Hook and north along Smith Street to Downtown Brooklyn. The B61 bus route travels along Ninth Street within the project vicinity between Red Hook/Cobble Hill and Park Slope. The closest subway station to the development site is the elevated Smith-9th Street station which provides service to the F and G subway lines and is located immediately south of the development site. Access to this station is provided at the north curb of Ninth Street just east of Smith Street.

Walk-only pedestrian trips were assigned based on the residential populations within one-quarter mile of the development site. A large portion of the walking trips are expected to be from the Carroll Gardens neighborhood to the north and west of the development site. A smaller portion of trips are expected to originate from the Gowanus and Red Hook areas from the east and from the south, respectively.

Since no accessory parking would be provided on-site for the local retail and office uses (four parking spaces would be provided and would be accessory to the contractor shop and yard), motorists would need to park off-site either on-street or off-street. Off-street parking facilities within the development site vicinity include three facilities north of the site along Bond Street between Union Street and Second Street. Given the location of these parking facilities, pedestrian assignments were routed between the development site and these three off-site parking facilities. A fourth off-site parking lot located near the intersection of Second Avenue and Ninth Street is available for motorists but has limited parking spaces available. Pedestrian trips are expected to originate from the other three facilities.

Traffic

Project-generated vehicle trips shown in **Table 2.8-4** were assigned through the surrounding street network based on expected routes to the development site, the configuration of the street network, and the location of off-street parking available. The proposed project will not provide parking on-site for the office and retail tenants; vehicle trips to the site would have to park either on-street or in one of four public parking facilities within the development site vicinity.

Office

Office auto assignments were based on the *2006-2010 ACS Special Tabulation: Census Transportation Planning* journey to work data (CTPP Part 3 Table A302103) for Brooklyn census tracts 65, 67, 75, 77, and 119. Approximately 55 percent of the project-generated vehicle trips were assumed to be originating in other sections of Brooklyn. Of the remaining trips, approximately 15 percent of vehicle trips were assigned from Queens, 12 percent from Staten Island, 8 percent from Long Island, 5 percent from New Jersey, and 5 percent from the Bronx, Manhattan, or Westchester and Upstate New York.

Half of these trips were assigned directly to the parking facilities discussed above while the remaining auto trips were assigned, conservatively, to the site before proceeding to find on-

street parking. For both types of trips traveling to the development site vicinity, 32 percent were assigned along the northbound Gowanus Expressway, 23 percent were assigned to the southbound Brooklyn-Queens Expressway, 21 percent were assigned along northbound Third Avenue, 12 percent were assigned along southbound Third Avenue, and 2 percent were assigned through the Hugh L. Carey Tunnel. The remaining trips (10 percent) would travel along local roadways from the north.

Reverse trips were assigned using a similar methodology for both trips leaving directly from a parking facility and trips parked on-street. Approximately 38 percent of the trips were assigned along southbound Third Avenue and 5 percent were assigned along northbound Third Avenue. Approximately 20 percent of the trips were assigned to the northbound Brooklyn-Queens Expressway and 15 percent were assigned to the Prospect Expressway. The remaining trips (22 percent) would travel along local roadways to the north, east, and west.

Local Retail

The local retail space would serve the immediately surrounding areas, and were assigned to travel along local roadways such as Court Street and Smith Street. All trips were conservatively assigned to the development site before proceeding to find on-street parking.

Level 2 Screening Results

Traffic

Based on vehicular traffic assignments detailed above, one intersection – Smith Street and Huntington Street – was identified for analysis Project-generated vehicle trips for the weekday AM and PM peak hours are shown in **Figures 2.8-2 and 2.8-3**.

Pedestrians

Based on the transit and pedestrian assignments detailed above and shown in **Figures 2.8-4** through **2.8-7**, pedestrian volumes at three locations would exceed the CEQR Level 2 screening thresholds during the weekday AM, midday, PM, and Saturday midday peak hours. Pedestrian counts and detailed level of service analyses were conducted at the following locations:

1. South sidewalk of Huntington Street between Smith Street and the Gowanus Canal
2. East sidewalk of Smith Street between West Ninth Street and Huntington Street
3. East sidewalk of Smith Street between Huntington Street and Fourth Place/Fifth Street

Figure 2.8-2 Project Generated Vehicle Trips – Weekday AM Peak Hour

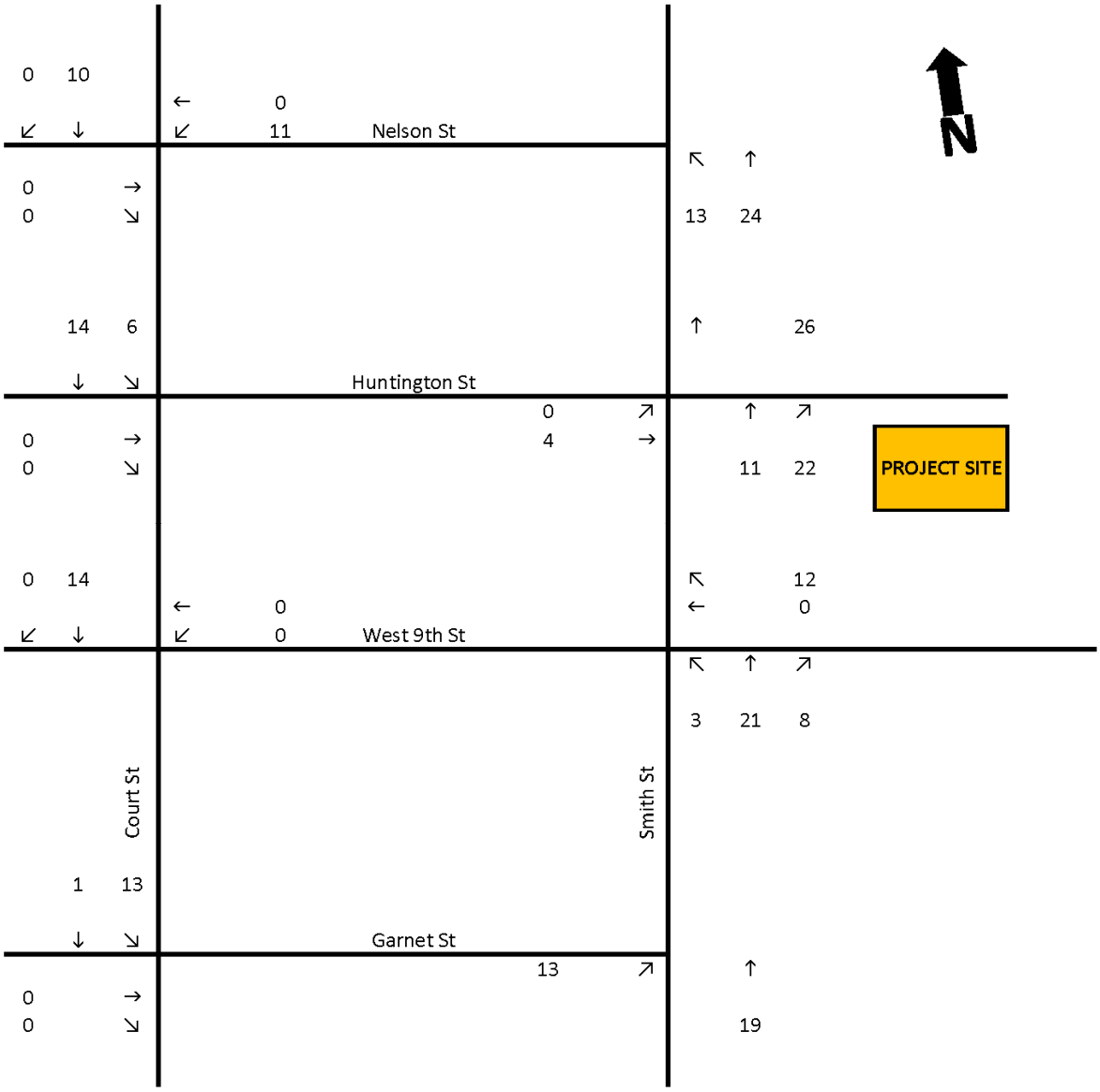


Figure 2.8-3 Project Generated Vehicle Trips – Weekday PM Peak Hour

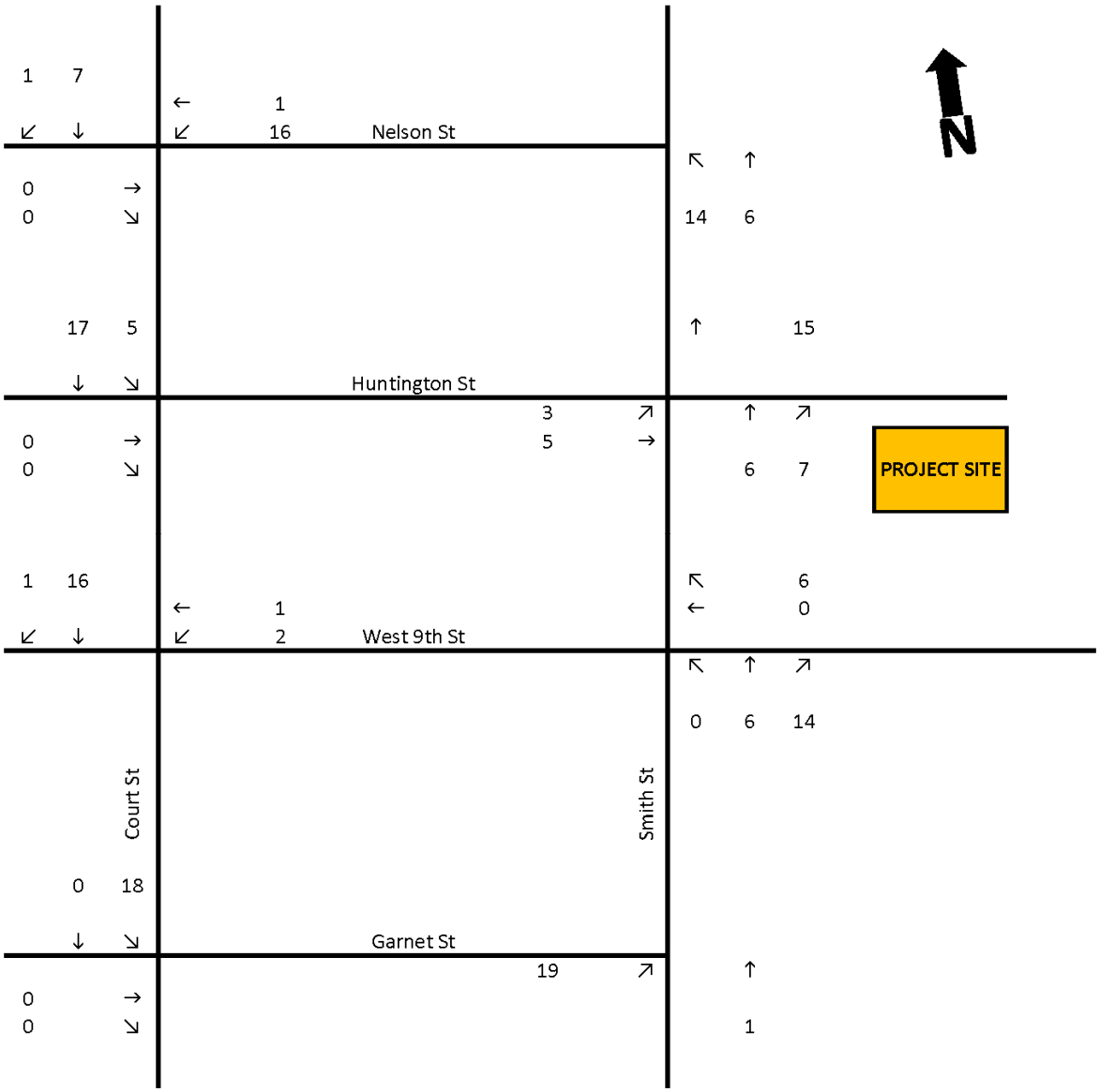


Figure 2.8-4 Project Generated Pedestrian Trips – Weekday AM Peak Hour

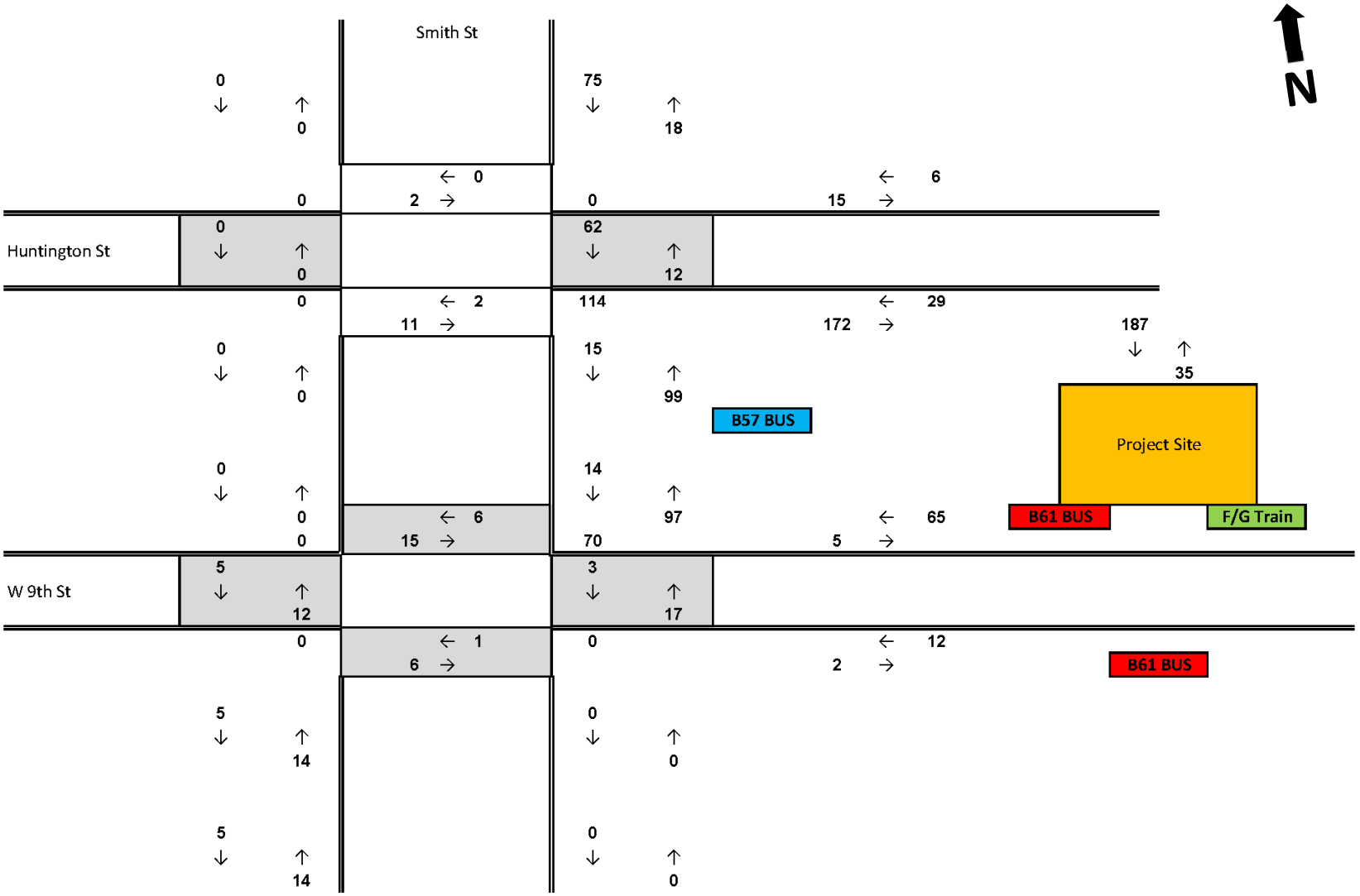


Figure 2.8-5 Project Generated Pedestrian Trips – Weekday Midday Peak Hour

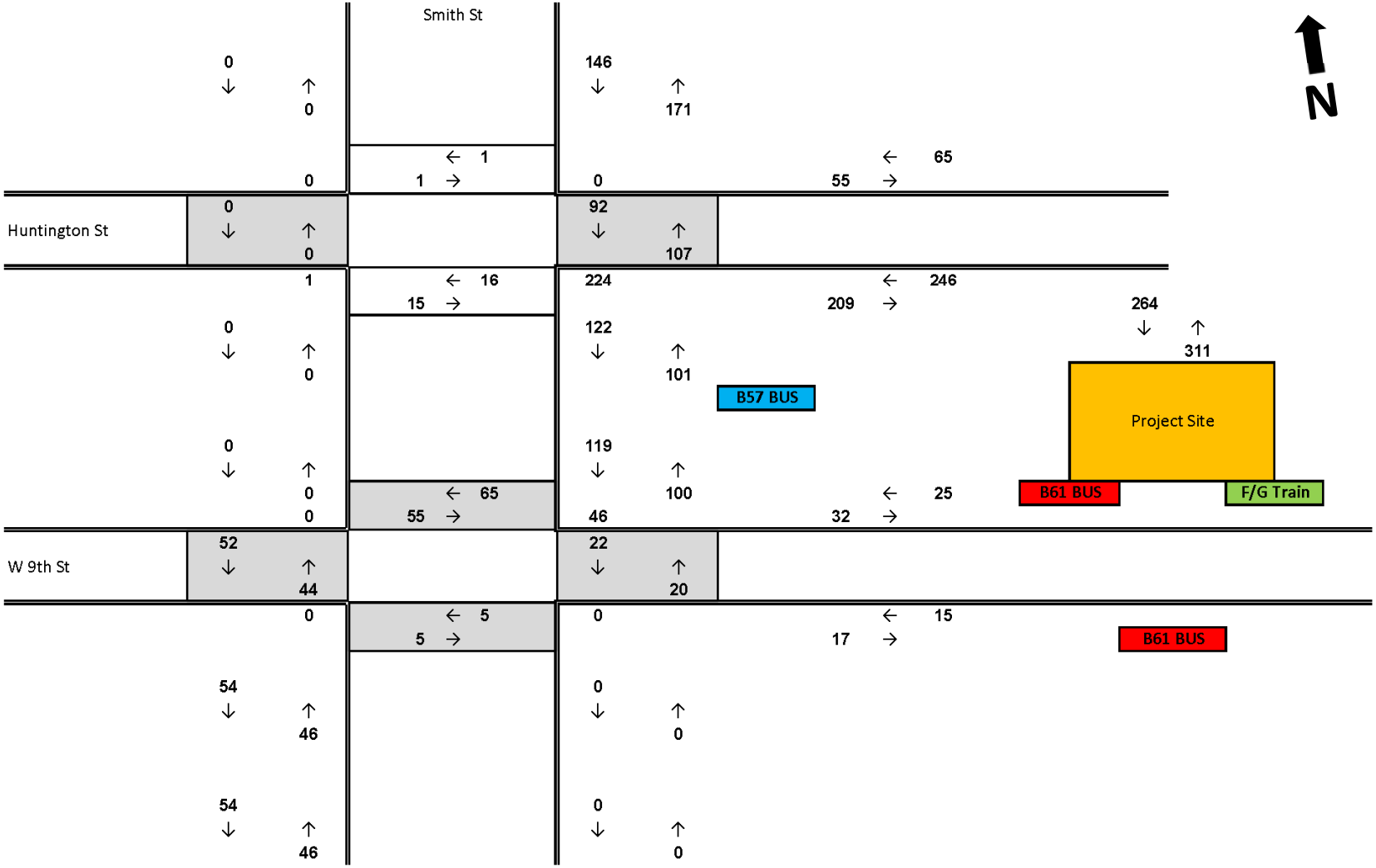


Figure 2.8-6 Project Generated Pedestrian Trips – Weekday PM Peak Hour

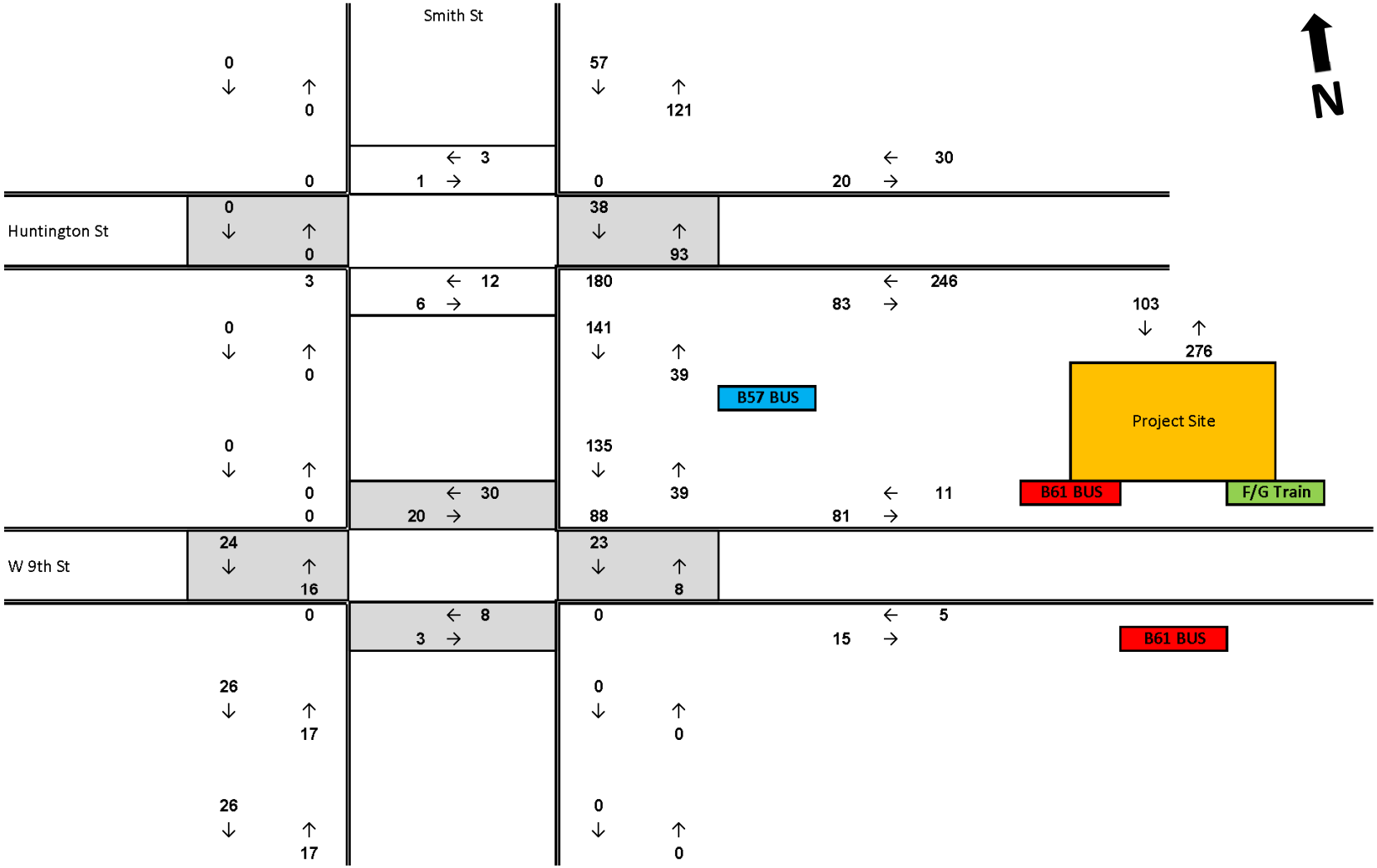
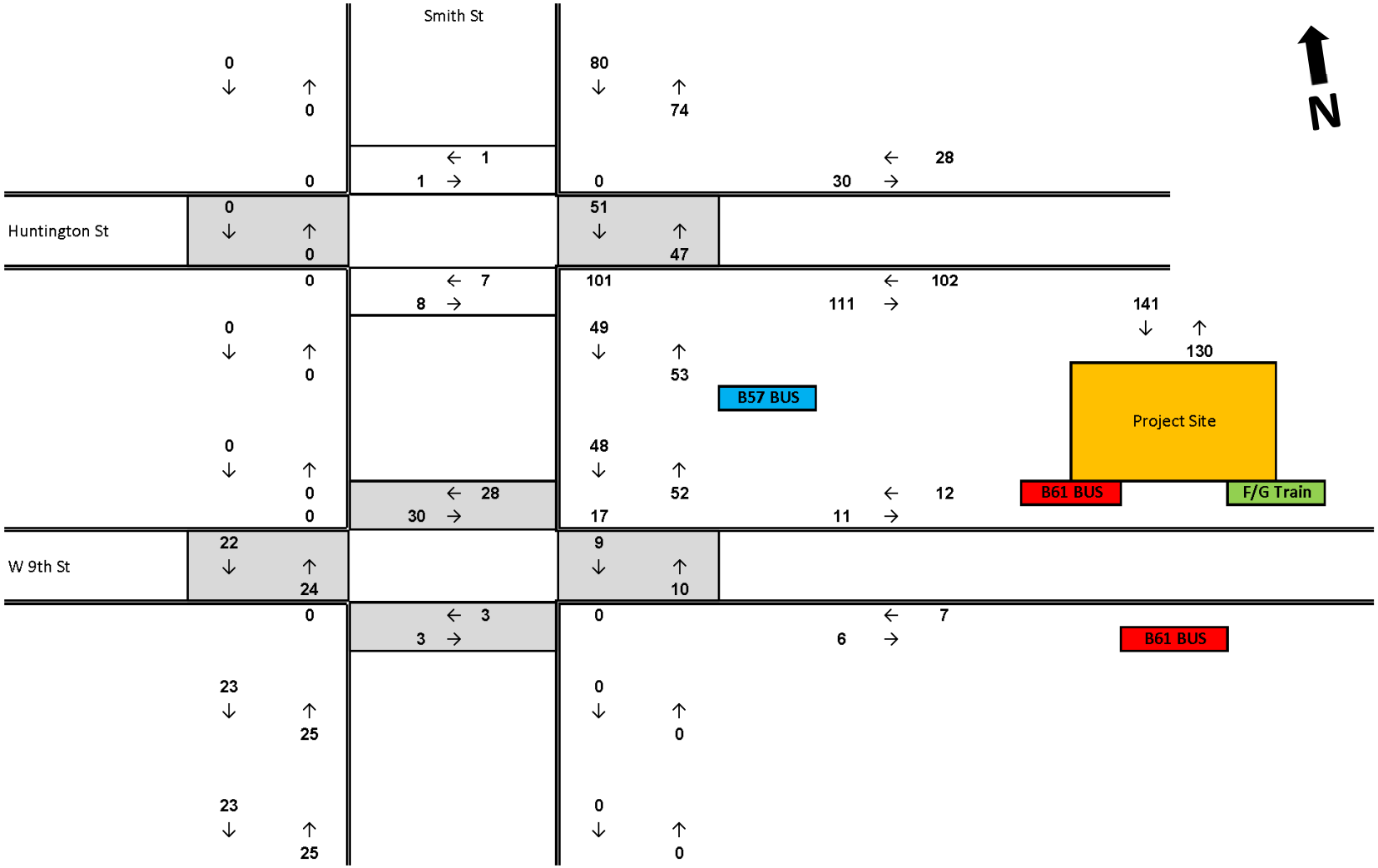


Figure 2.8-7 Project Generated Pedestrian Trips – Saturday Midday Peak Hour



2.8.3 Detailed Analysis Methodologies

The Level 1 and Level 2 screening assessment shows that more detailed traffic and pedestrian analyses are needed. Further analyses were conducted using methodologies detailed in the *CEQR Technical Manual* and are described below.

Traffic

The operation of all of the signalized and unsignalized intersection analysis locations were assessed using methodologies presented in the *2000 Highway Capacity Manual (HCM)* using the Highway Capacity Software (HCS+ 5.5), which is the analysis methodology approved for use by NYCDOT. The HCM procedures evaluate the levels of service (LOS) for signalized and unsignalized intersections using average stop control delay, in seconds per vehicle, as described below.

- LOS A describes operations with very low delays, i.e., 10.0 seconds or less per vehicle. This occurs when signal progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all.
- LOS B describes operations with delays in excess of 10.0 seconds up to 20.0 seconds per vehicle. This generally occurs with good progression and/or short cycle lengths. Again, most vehicles do not stop at the intersection.
- LOS C describes operations with delays in excess of 20.0 seconds up to 35.0 seconds per vehicle. These higher delays may result from fair progression and/or longer cycle lengths. The number of vehicles stopping is noticeable at this level, although many still pass through the intersection without stopping.
- LOS D describes operations with delays in excess of 35.0 seconds up to 55.0 seconds per vehicle. At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume-to-capacity (v/c) ratios. Many vehicles stop, and the proportion of vehicles not stopping declines.
- LOS E describes operations with delays in excess of 55.0 seconds up to 80.0 seconds per vehicle. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios.
- LOS F describes operations with delays in excess of 80.0 seconds per vehicle. This is considered to be unacceptable to most drivers. This condition often occurs with oversaturation, i.e., when arrival flow rates exceed the capacity of the intersection. It may also occur at high v/c ratios with cycle failures. Poor progression and long cycle lengths may also contribute to such delays. Often, vehicles do not pass through the intersection in one signal cycle.

Based on the *CEQR Technical Manual* guidelines, LOS A, B, and C are considered acceptable, LOS D is generally considered marginally acceptable up to mid-LOS D (45 seconds of delay for signalized intersections) and unacceptable above mid-LOS D, and LOS E and F indicate

congestion. These guidelines are applicable to individual traffic movements and overall intersection levels of service.

For unsignalized intersections, delay is defined as the total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line: LOS A describes operations with very low delay, i.e., 10.0 seconds or less per vehicle; LOS B describes operations with delays in excess of 10.0 seconds up to 15.0 seconds; LOS C has delays in excess of 15.0 seconds up to 25.0 seconds; LOS D, excess of 25.0 seconds up to 35.0 seconds per vehicle; and LOS E, excess of 35.0 seconds up to 50.0 seconds per vehicle, which is considered to be the limit of acceptable delay. LOS F describes operation with delays in excess of 50.0 seconds per vehicle, which is considered unacceptable to most drivers. This condition exists when there are insufficient gaps of suitable size in a major vehicular traffic stream to allow side street traffic to cross safely.

Significant Impact Criteria

The assessment of potential significant traffic impacts of a proposed project is based on significant impact criteria defined in the *CEQR Technical Manual*. No-Action LOS A, B, or C conditions that deteriorate to unacceptable LOS D, E, or F in the future With-Action condition are considered a significant traffic impact.

For future No-Action LOS A, B, or C conditions that deteriorate to unacceptable LOS D, mitigation to mid-LOS D (45.0 seconds of delay for signalized intersections and 30.0 seconds of delay for unsignalized intersections) needs to be considered to fully mitigate the impact.

For a No-Action LOS D, an increase of delay by five or more seconds in the With-Action condition is considered a significant impact if the With-Action delay meets or exceeds 45.0 seconds. For a No-Action LOS E, the threshold is a four second increase in With-Action delay; for a No-Action LOS F, a three second increase in delay in the With-Action condition is significant. For unsignalized intersections, for the minor street to generate a significant impact, 90 passenger car equivalents (PCEs) must be identified in the With-Action condition in any peak hour.

Parking

The parking analysis identifies the extent to which parking is available and utilized under existing and future conditions. It takes into consideration anticipated changes in area parking supply and provides a comparison of parking needs versus availability to determine if a parking shortfall is likely to result from additional demand generated by the proposed project. This analysis typically encompasses a study area within a quarter-mile of the development site. If the analysis concludes that there would be a shortfall in parking within the quarter-mile study area, the study area may be extended to a half-mile to identify additional parking supply.

A parking shortfall that exceeds more than half the available on-street and off-street parking spaces within a quarter-mile of the development site may be considered significant. Additional factors, such as the availability and extent of transit in the area and the patterns of automobile usage by area residents, could be considered to determine the significance of

the identified parking shortfall. If there is an adequate parking supply within a half-mile of the development site, the projected parking shortfall may not be considered significant.

Pedestrians

Pedestrian level of service standards are determined on the basis of walking speed, pedestrian spacing, and probabilities of pedestrian and vehicular conflict, and are assessed based on the methodologies presented in the *2010 Highway Capacity Manual* and the *CEQR Technical Manual*. These standards are primarily based on the space needs of people involved in various activities and are widely used for planning and design of facilities for pedestrians. Analysis of crosswalks, street corners, and sidewalks along key walking paths to and from the development site will be performed to assess the adequacy of these pedestrian elements.

To evaluate sidewalks, the pedestrian flow per unit width (p/ft/min) is calculated based on the pedestrian flow and the effective walkway width[1]. The analysis of sidewalk conditions should also consider if pedestrian flow is a "non-platoon" flow (pedestrian flow within the peak 15-minute period is relatively uniform) or "platoon" flow. Platooning occurs when pedestrians move in groups or "platoons" as a result of pedestrian metering from a traffic signal, or from attractions such as subway stations or bus stops. The ratio of the walking speed[2] over the pedestrian flow per unit width determines the average pedestrian space (sf/p).

Crosswalk conditions are expressed as a measurement of the area available (the area consists of the crosswalk width multiplied by the crossing distance) and available pedestrian crossing time. The pedestrian flow is compared to the "time-space" available to determine the crosswalk level of service which is expressed as square feet per pedestrian (sf/p). This analysis also takes account of pedestrian conflicts in the crosswalk with turning vehicles.

Similar to crosswalks, street corners must provide sufficient space for a mix of standing pedestrians (queued to cross a street) and circulating pedestrians (crossing the other street or passing around the corner). The analysis applies a measure of time and space availability based on the area of the corner reservoir, pedestrian crossing time available, and the estimated time used by circulating pedestrians.

The level of service standards for pedestrian elements are based on the time and space available per pedestrian during the analysis period. Level of service grades from A to F are assigned, with LOS A representative of free flow conditions without pedestrian conflicts and LOS F depicting significant capacity limitations and inconvenience. **Table 2.8-5** defines the level of service criteria for crosswalks, corner area, and sidewalk conditions, as per the *2010 HCM*. The *CEQR Technical Manual* identifies acceptable levels of service in non-Central

[1] The effective walkway width is the space along the walkway that pedestrians could use that is free of obstruction. This width also takes account of the "shy distance" (the space between pedestrians and the obstacle such as a wall or building façade).

[2] The typical average pedestrian walking speed specified in the *CEQR Technical Manual* is 3.5 feet per second (ft/s). For intersections with school crosswalks or that are located within the Senior Pedestrian Focus Areas, an average pedestrian walking speed of 3.0 ft/s is used.

Business District (CBD) areas (such as the area in this study) as LOS C or better, and mid-LOS D or better for CBD areas.

The proposed project is located in a non-CBD area, and the pedestrian analysis were analyzed assuming non-platoon pedestrian flow.

Table 2.8-5 Level of Service Criteria for Pedestrian Elements

LOS	Sidewalks		Corner Reservoirs and Crosswalks
	Non-Platoon Flow	Platoon Flow	
A	> 60 sf/p	> 530 sf/p	> 60 sf/p
B	> 40 and ≤ 60 sf/p	> 90 and ≤ 530 sf/p	> 40 and ≤ 60 sf/p
C	> 24 and ≤ 40 sf/p	> 40 and ≤ 90 sf/p	> 24 and ≤ 40 sf/p
D	> 15 and ≤ 24 sf/p	> 23 and ≤ 40 sf/p	> 15 and ≤ 24 sf/p
E	> 8 and ≤ 15 sf/p	> 11 and ≤ 23 sf/p	> 8 and ≤ 15 sf/p
F	≤ 8 sf/p	≤ 11 sf/p	≤ 8 sf/p

Source: CEQR Technical Manual

Significant Impact Criteria

The identification of significant pedestrian impacts is dependent on the area type (CBD or non-CBD) and is determined by the decrease of time and space available for pedestrians between the No-Action and With-Action conditions[3]. The *CEQR Technical Manual* identifies significant impacts for the pedestrian sidewalk, crosswalk, and corner elements on a sliding scale detailed below. With-Action pedestrian level of service that is considered acceptable (LOS C or better in non-CBD areas, and mid-LOS D or better in CBD areas) would not have a potential for significant impacts.

For sidewalks, the assessment of potential significant impacts is based on a sliding-scale formula provided in the *CEQR Technical Manual*. Consideration as to whether pedestrian flow along the sidewalk is platooning or non-platooning, and whether the sidewalk being analyzed is in a CBD or non-CBD condition is necessary.

For sidewalks with non-platoon pedestrian flow, the formula used to determine the decrease in pedestrian space from the No-Action to With-Action condition that would trigger a significant impact is $Y \geq (X / 9.0) - 0.31$, where Y is the decrease in pedestrian space (sf/p) to be considered a potential significant impact and X is the No-Action pedestrian space (sf/p). If the decrease in pedestrian space is greater than Y and the With-Action level of service is considered to be unacceptable, the sidewalk is considered to be significantly impacted. For sidewalks with platoon pedestrian flow, the formula to determine if the decrease in pedestrian space would trigger a significant impact is $Y \geq X / (9.5 - 0.321)$. **Table 2.8-6** provides a summary of the sliding-scale guidelines provided in the *CEQR Technical Manual*.

For corners and crosswalks, the assessment of potential significant impacts is also based on a sliding-scale formula provided in the *CEQR Technical Manual*. The formula used to determine the decrease in pedestrian space from the No-Action to With-Action condition

[3] The project area and surrounding analysis locations are located in a non-CBD area.

that would trigger a significant impact is Y ≥ (X / 9.0) – 0.31, where Y is the decrease in pedestrian space (sf/p) to be considered a potential significant impact and X is the No-Action pedestrian space (sf/p). If the decrease in pedestrian space is greater than Y and the With-Action level of service is considered to be unacceptable, the corner or crosswalk is considered to be significantly impacted. **Table 2.8-7** provides a summary of the sliding-scale guidelines provided in the *CEQR Technical Manual*.

Table 2.8-6 Significant Impact Criteria for Sidewalks

Non-Platoon Flow, Non-CBD Areas	
No-Action Ped Space (sf/p)	**With-Action Ped Space Reduction (sf/p)**
>26.6	With-Action Condition < 24.0
25.8 to 26.6	≥ 2.6
24.9 to 25.7	≥ 2.5
24.0 to 24.8	≥ 2.4
23.1 to 23.9	≥ 2.3
22.2 to 23.0	≥ 2.2
21.3 to 22.1	≥ 2.1
20.4 to 21.2	≥ 2.0
19.5 to 20.3	≥ 1.9
18.6 to 19.4	≥ 1.8
17.7 to 18.5	≥ 1.7
16.8 to 17.6	≥ 1.6
15.9 to 16.7	≥ 1.5
15.0 to 15.8	≥ 1.4
14.1 to 14.9	≥ 1.3
13.2 to 14.0	≥ 1.2
12.3 to 13.1	≥ 1.1
11.4 to 12.2	≥ 1.0
10.5 to 11.3	≥ 0.9
9.6 to 10.4	≥ 0.8
8.7 to 9.5	≥ 0.7
7.8 to 8.6	≥ 0.6
6.9 to 7.7	≥ 0.5
6.0 to 6.8	≥ 0.4
5.1 to 5.9	≥ 0.3
< 5.1	≥ 0.2

Source: 2014 CEQR Technical Manual

Table 2.8-7 Significant Impact Criteria for Corners and Crosswalks

Non-CBD Areas	
No-Action Ped Space (sf/p)	**With-Action Ped Space Reduction (sf/p)**
>26.6	With-Action Condition < 24.0
25.8 to 26.6	≥ 2.6
24.9 to 25.7	≥ 2.5
24.0 to 24.8	≥ 2.4
23.1 to 23.9	≥ 2.3
22.2 to 23.0	≥ 2.2
21.3 to 22.1	≥ 2.1
20.4 to 21.2	≥ 2.0
19.5 to 20.3	≥ 1.9
18.6 to 19.4	≥ 1.8
17.7 to 18.5	≥ 1.7
16.8 to 17.6	≥ 1.6
15.9 to 16.7	≥ 1.5
15.0 to 15.8	≥ 1.4
14.1 to 14.9	≥ 1.3
13.2 to 14.0	≥ 1.2
12.3 to 13.1	≥ 1.1
11.4 to 12.2	≥ 1.0
10.5 to 11.3	≥ 0.9
9.6 to 10.4	≥ 0.8
8.7 to 9.5	≥ 0.7
7.8 to 8.6	≥ 0.6
6.9 to 7.7	≥ 0.5
6.0 to 6.8	≥ 0.4
5.1 to 5.9	≥ 0.3
< 5.1	≥ 0.2

Source: 2014 CEQR Technical Manual

Vehicle and Pedestrian Safety

An evaluation of vehicular and pedestrian safety is necessary for locations within the traffic and pedestrian study areas that have been identified as high-crash locations, where 48 or more total reportable and non-reportable crashes or five or more pedestrian/bicyclist injury crashes occurred in any consecutive 12 months of the most recent three-year period for which data are available. For these locations, crash trends are identified to determine whether projected vehicular and pedestrian traffic would further impact safety at these locations. The determination of potential significant safety impacts depends on the type of area where the proposed project is located, traffic volumes, crash types and severity, and

other contributing factors. Where appropriate, measures to improve traffic and pedestrian safety are identified.

2.8.4 Existing Conditions

Traffic

Roadway Network

The development site is located along Huntington Street between the Gowanus Canal and Smith Street, a key northbound roadway within the study area. Access to the development site is provided only from the intersection of Smith Street and Huntington.

Smith Street extends from Hamilton Avenue to the south to Fulton Street to the north where it transitions to Jay Street. Smith Street generally consists of one travel lane with parking on each side. The northbound B57 bus line operates along Smith Street and operates along southbound Court Street one block west of Smith Street.

Huntington Street extends in the east-west direction from Columbia Street to the west and the Gowanus Canal to the east. Huntington Street is generally an eastbound roadway with one travel lane and parking on both sides except in front of the development site where it is a two-way roadway (one travel lane in each direction) with parking on both sides.

Other key roadways within the study area are West Ninth Street, a two-way east-west roadway south of the project, and Court Street, a one-way southbound roadway west of the development site.

Traffic Volumes

Traffic counts were conducted in June 2019 for the weekday AM and PM peak periods using manual intersection counts and 24-hour Automatic Traffic Recorder (ATR) machine counts. These volumes were used along with observations of traffic conditions to determine levels of service for the weekday AM and PM peak hours of 8:15 AM to 9:15 AM and 4:15 PM to 5:15 PM, respectively.

Within the study area, traffic volumes along Smith Street range from 420 vehicles per hour (vph) to 550 vph during the weekday AM and PM peak hours. Eastbound Huntington Street approaching Smith Street carries approximately 100 vph during the weekday AM peak hour, and approximately 85 vph during the weekday PM peak hour. Traffic volumes along Huntington Street in front of the development site are low, up to 15 vph in each direction during both the weekday AM and PM peak hours.

Existing traffic volumes are shown in **Figures 2.8-8** and **2.8-9** for the one intersection being analyzed.

Figure 2.8-8 Existing Traffic Volumes – Weekday AM Peak Hour

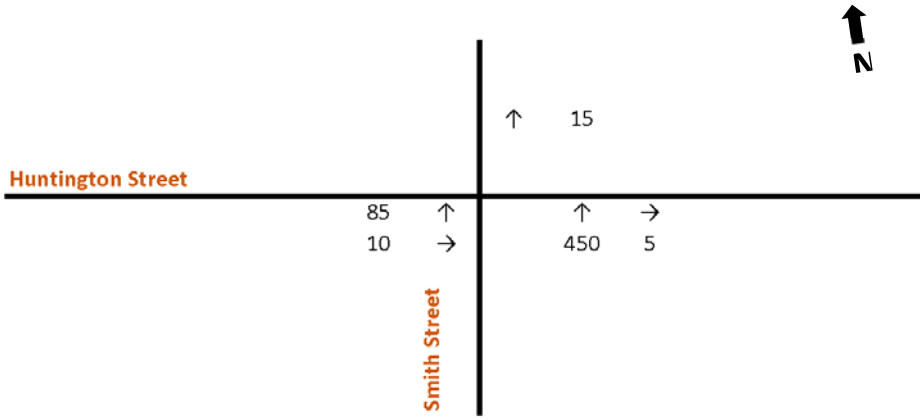
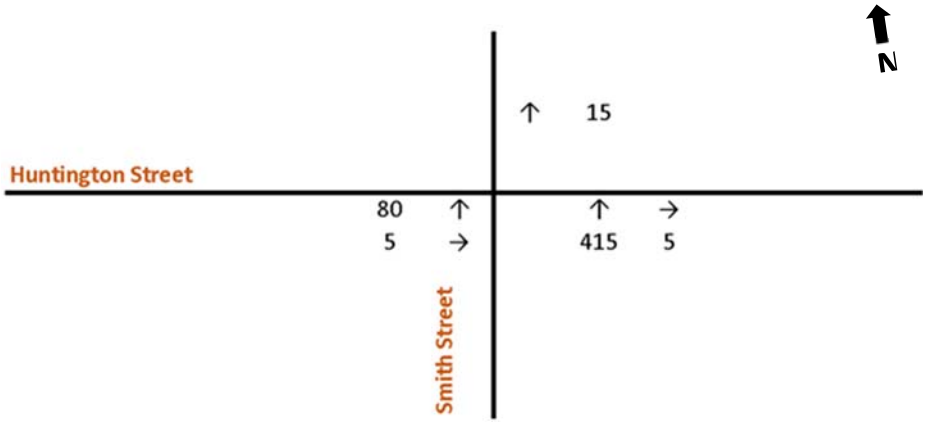


Figure 2.8-9 Existing Traffic Volumes – Weekday PM Peak Hour



Levels of Service

The intersection of Smith Street and Huntington Street operates at an overall LOS A during the weekday AM and PM peak hours, and all three traffic movements operate at acceptable levels of service. Detailed descriptions of the existing traffic levels of service is provided in **Table 2.8-8**.

Table 2.8-8 Existing Traffic Levels of Service

Intersection and Approach		Movement	Weekday AM Peak Hour V/C	Weekday AM Peak Hour Control Delay	Weekday AM Peak Hour LOS	Weekday PM Peak Hour V/C	Weekday PM Peak Hour Control Delay	Weekday PM Peak Hour LOS
Smith Street and Huntington Street								
Huntington Street	EB	LT	0.37	23.2	C	0.29	19.3	C
	WB	R	0.03	11.7	B	0.03	11.7	B
Overall Intersection		-	-	**4.5**	**A**	-	**3.8**	**A**

Pedestrians

Pedestrian counts were conducted in June 2019 at key locations near the project area for the weekday AM, midday, PM, and Saturday midday peak periods when (NYC public schools were in session). The weekday peak hours of 7:45 AM to 8:45 AM, 11:15 AM to 12:15 PM, and 5:30 PM to 6:30 PM and Saturday midday peak hour of 2:30 PM to 3:30 PM were selected for analysis.

Existing pedestrian volumes are shown in **Figures 2.8-10** through **2.8-13.** As shown in **Table 2.8-9**, all pedestrian elements analyzed operate at acceptable LOS A during all peak hours. Existing pedestrian volumes are also shown in **Table 2.8-9**.

Figure 2.8-10 Existing Pedestrian Volumes – Weekday AM Peak Hour

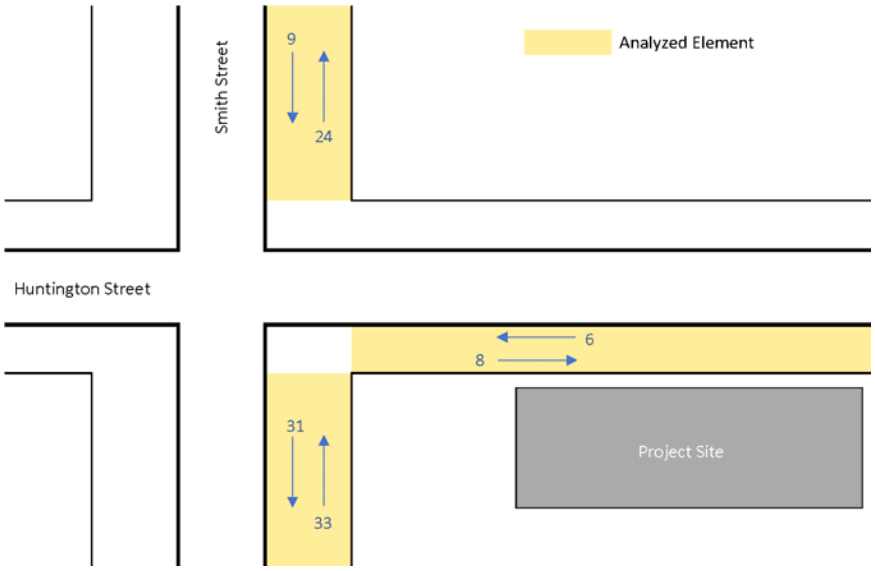


Figure 2.8-11 Existing Pedestrian Volumes – Weekday MD Peak Hour

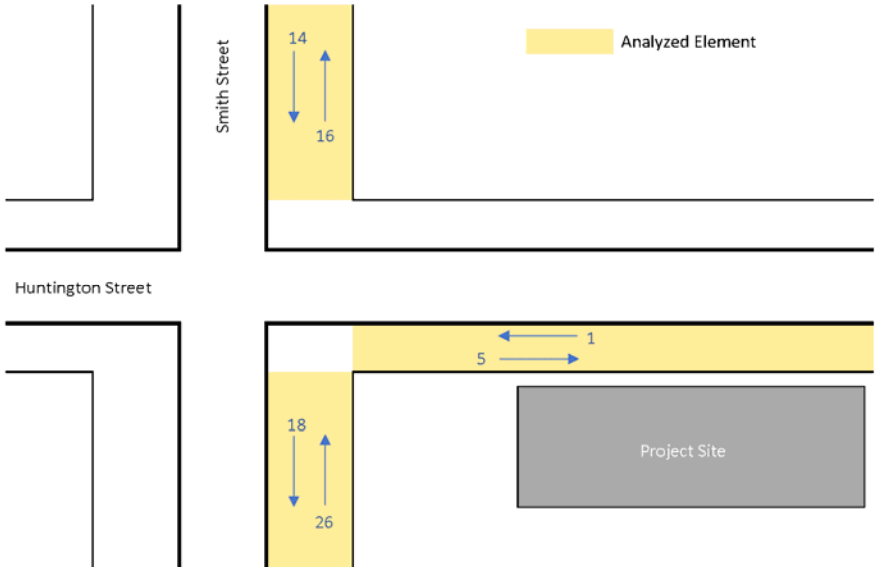


Figure 2.8-12 Existing Pedestrian Volumes – Weekday PM Peak Hour

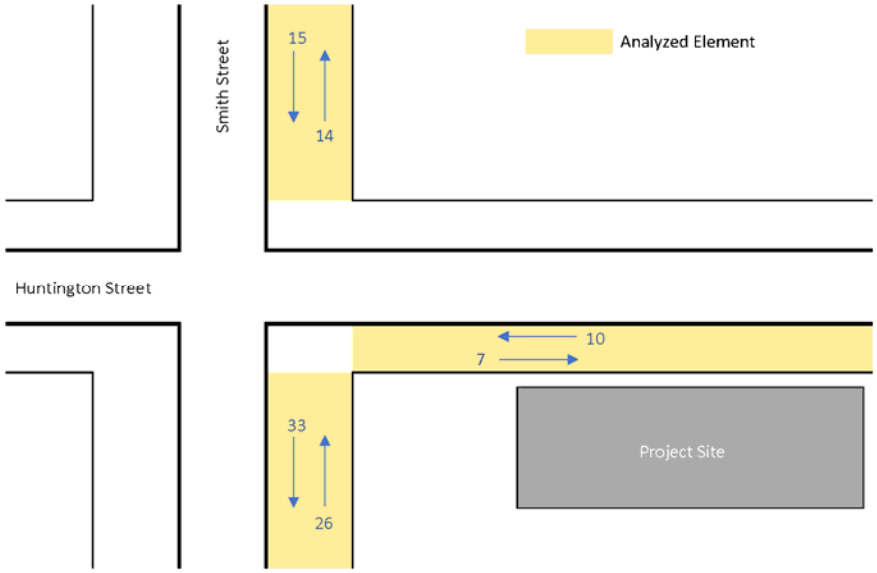


Figure 2.8-13 Existing Pedestrian Volumes – SAT Peak Hour

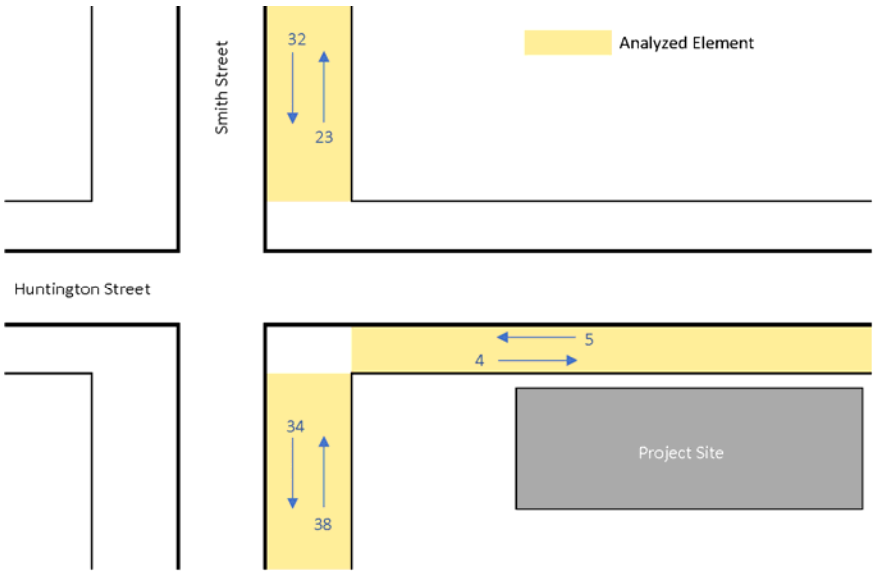


Table 2.8-9 Existing Pedestrian Levels of Service

		Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
Sidewalk	**Effective Width, ft**	**Volume, ped/hr**	**Avg Ped Space, SF/P**	**Platoon LOS**	**Volume, ped/hr**	**Avg Ped Space, SF/P**	**Platoon LOS**	**Volume, ped/hr**	**Avg Ped Space, SF/P**	**Platoon LOS**	**Volume, ped/hr**	**Avg Ped Space, SF/P**	**Platoon LOS**
Huntington Street between Smith Street and Gowanus Canal (south side)	2.1	14	1,265	A	6	2,952	A	17	1,041	A	9	1,968	A
Smith Street between Huntington Street and 4th Place/ 5th Street (east side)	7.3	33	1,935	A	30	2,128	A	29	2,202	A	55	1,161	A
Smith Street between Huntington Street and West 9th Street (east side)	6.3	64	861	A	44	1,252	A	59	934	A	72	897	A

Vehicular and Pedestrian Safety

Crash data was obtained for two study area intersections from NYCDOT for the most recent three-year period (2015 through 2017). This information is based on data provided by the New York State Department of Transportation (NYSDOT), New York State Department of Motor Vehicles (NYSDMV), and New York City Police Department (NYPD).

The crash data detail reported crashes (crashes resulting in death, injury, or property damage in excess of $1,000), fatalities, injuries, and pedestrian and bicycle injuries annually.

According to the *CEQR Technical Manual*, a location is considered a high-crash location when there are 48 or more total reportable and non-reportable crashes, or five or more pedestrian/bicyclist injury crashes in any consecutive 12 months during the most recent three-year period for which data are available.

Table 2.8-10 presents a summary of total crashes at the study area intersections during the three-year period of 2015 through 2017, and also shows total fatalities, injuries, and pedestrian and bicycle crashes. No high-crash locations were identified within the study area and no additional analyses is needed.

Table 2.8-10 Vehicle and Pedestrian Crash Summary

Intersection	Total Crashes					2015			2016			2017		
	2015	2016	2017	Total Fatalities	Total Injuries	Total Crashes	Pedestrian Crashes	Bike Crashes	Total Crashes	Pedestrian Crashes	Bike Crashes	Total Crashes	Pedestrian Crashes	Bike Crashes
Smith Street and Huntington Street	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Smith Street and West Ninth Street	2	2	3	0	8	2	0	1	2	1	0	3	2	0

Source: NYSDMV/DOT (2015-2017)

2.8.5 No-Action Conditions

Traffic

This section establishes the baseline (No-Action) condition against which potential impacts of the project can be identified. Future year conditions were analyzed for the year 2023. No-Action traffic, pedestrian, and transit volumes were established by applying a background growth of 0.50 percent per year for the four years (years 2019 to 2023) in accordance with *CEQR Technical Manual* guidelines for Brooklyn projects outside of Downtown Brooklyn.

Traffic Volumes

The 2023 No-Action pedestrian volumes were developed by increasing existing traffic volumes to reflect expected growth in overall travel through and within the study area. No-Action traffic volume maps for the weekday AM and PM peak hours are provided in **Figures 2.8-14** and **2.8-15**.

Levels of Service

Based on the traffic increases mentioned above, the 2023 No-Action traffic levels of service were determined for the intersection of Smith Street at Huntington Street during the weekday AM and PM peak hours, and are detailed in **Table 2.8-11**. The intersection would continue to operate at overall LOS A during the weekday AM and PM peak hours. All individual traffic movements would continue to operate at acceptable LOS C or better during the weekday AM and PM peak hours, similar to existing conditions.

Figure 2.8-14 2023 No-Action Condition Traffic Volumes – Weekday AM Peak Hour

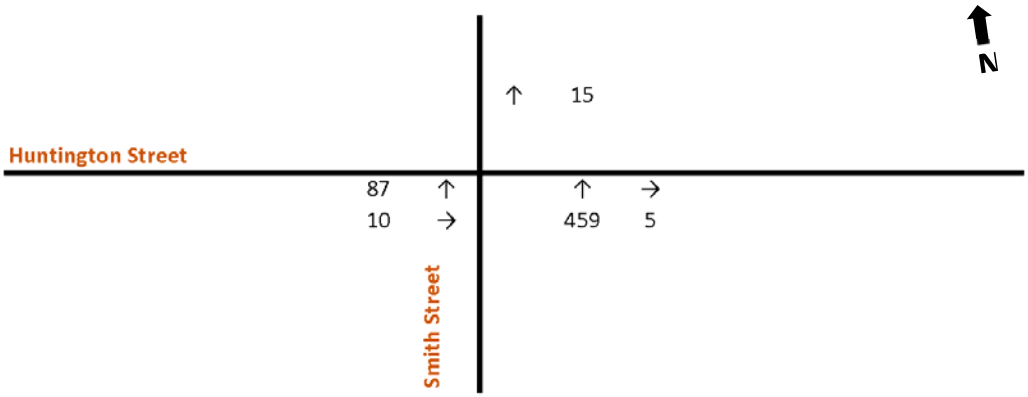


Figure 2.8-15 2023 No-Action Condition Traffic Volumes – Weekday PM Peak Hour

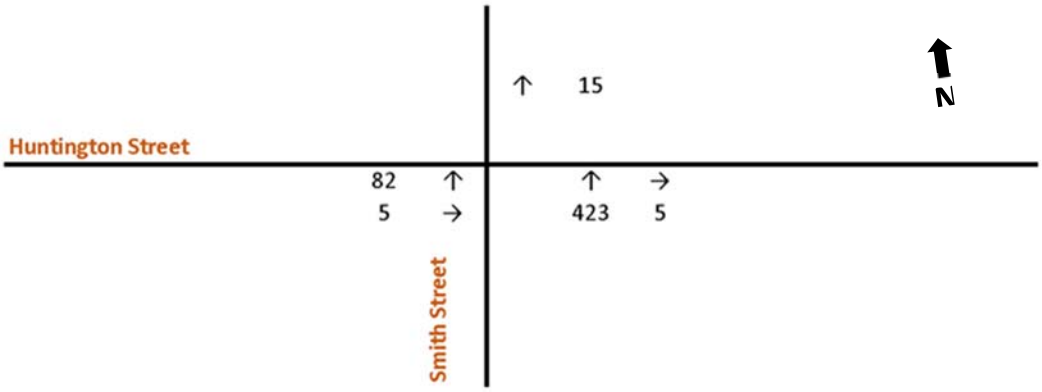


Table 2.8-11 2023 No-Action Condition Traffic Levels of Service

Intersection and Approach		Movement	Weekday AM Peak Hour V/C	Weekday AM Peak Hour Control Delay	Weekday AM Peak Hour LOS	Weekday PM Peak Hour V/C	Weekday PM Peak Hour Control Delay	Weekday PM Peak Hour LOS
Smith Street and Huntington Street								
Huntington Street	EB	LT	0.39	24.3	C	0.31	19.9	C
	WB	R	0.03	11.8	B	0.03	11.8	B
Overall Intersection		-	-	**4.7**	**A**	-	**3.9**	**A**

Pedestrians

The 2023 No-Action pedestrian volumes were developed by increasing existing pedestrian volumes to reflect expected growth in overall travel through and within the study area.

No-Action pedestrian volumes are shown in **Figures 2.8-16** through **2.8-19.** Additionally, **Table 2.8-12** details the pedestrian volumes and levels of service during the peak hours analyzed. During the weekday AM, midday, PM, and Saturday midday peak hours, none of the three pedestrian elements analyzed would operate at unacceptable levels of service (mid-LOS D or worse).

Figure 2.8-16 2023 No-Action Condition Pedestrian Volumes – Weekday AM Peak Hour

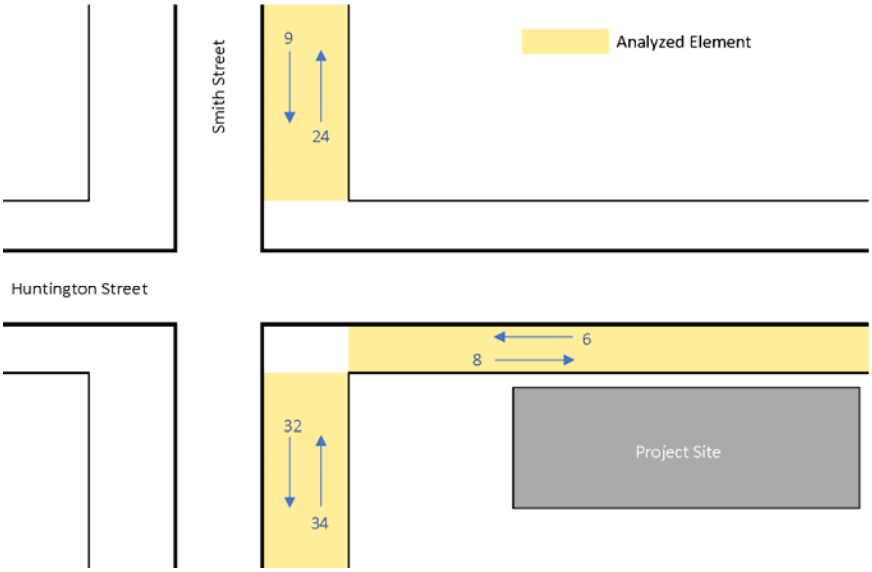


Figure 2.8-17 2023 No-Action Condition Pedestrian Volumes – Weekday MD Peak Hour

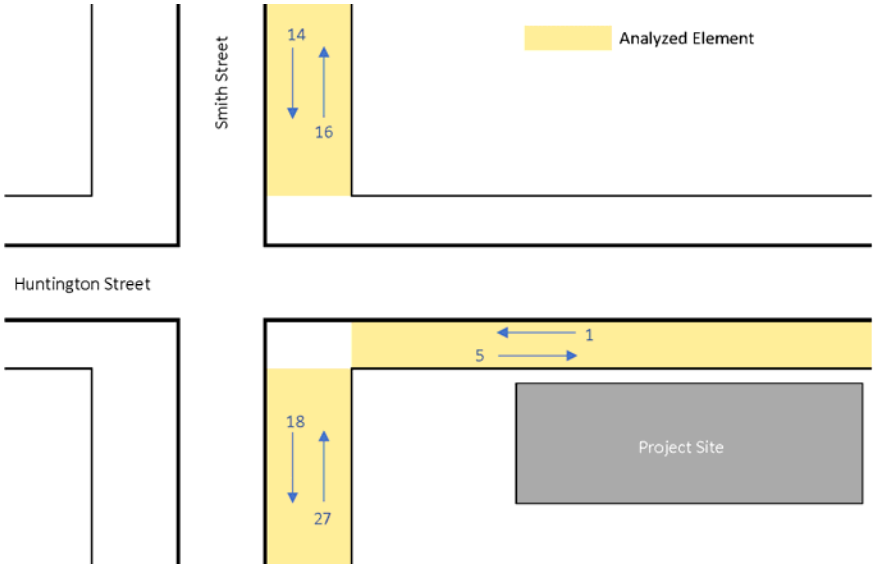


Figure 2.8-18 2023 No-Action Condition Pedestrian Volumes – Weekday PM Peak Hour

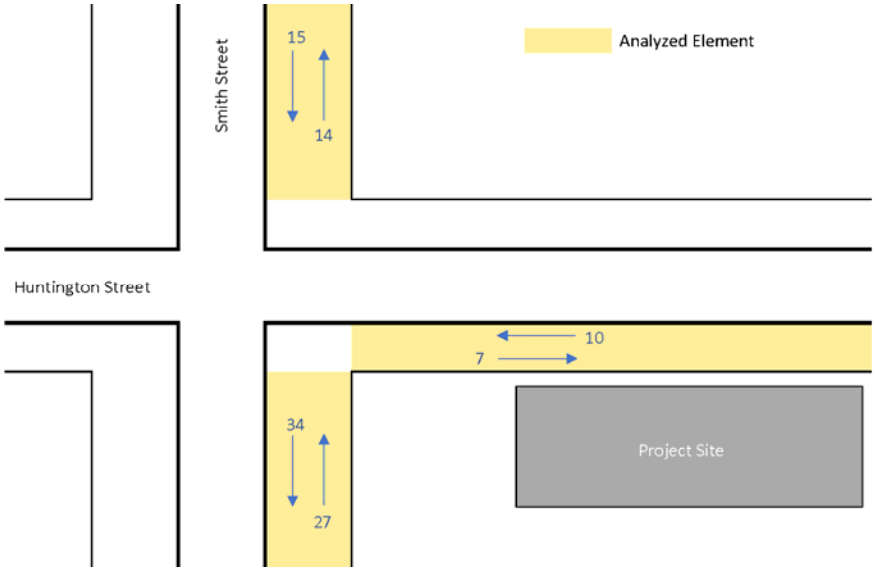


Figure 2.8-19 2023 No-Action Condition Pedestrian Volumes –SAT Peak Hour

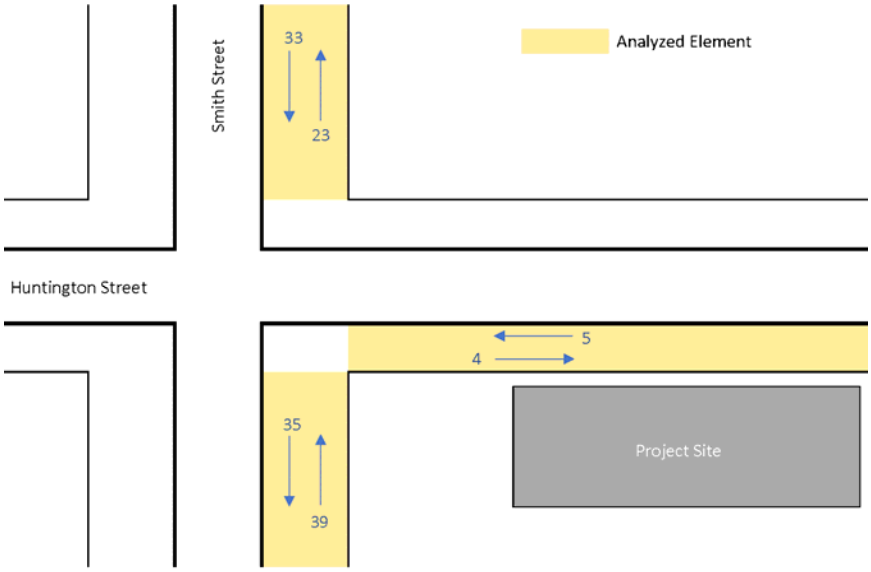


Table 2.8-12 2023 No-Action Condition Pedestrian Levels of Service

		Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
Sidewalk	**Effective Width, ft**	**Volume, ped/hr**	**Avg Ped Space, SF/P**	**Platoon LOS**	**Volume, ped/hr**	**Avg Ped Space, SF/P**	**Platoon LOS**	**Volume, ped/hr**	**Avg Ped Space, SF/P**	**Platoon LOS**	**Volume, ped/hr**	**Avg Ped Space, SF/P**	**Platoon LOS**
Huntington Street between Smith Street and Gowanus Canal (south side)	2.1	14	1,265	A	6	2,952	A	17	1,042	A	9	1,968	A
Smith Street between Huntington Street and 4th Place/ 5th Street (east side)	7.3	33	1,935	A	30	2,129	A	29	2,202	A	56	1,140	A
Smith Street between Huntington Street and West 9th Street (east side)	6.3	66	835	A	45	1,225	A	61	903	A	74	873	A

2.8.6 With-Action Conditions

Traffic

Overall, the proposed project would generate a total of 53 vehicles per hour (vph) (43 "ins" and 10 "outs") during the weekday AM peak hour and 63 vph (13 "ins" and 50 "outs") during the weekday PM peak hour. The volume increases and effect on traffic levels of service are presented below. The With-Action traffic volumes for the weekday AM and PM peak hours are shown in **Figures 2.8-20** and **2.8-21**.

Traffic Volumes

Traffic volume increases attributable to the proposed project at intersections within the project vicinity would be modest. Along northbound Smith Street, traffic volumes would increase by 20 vph to 40 vph during the weekday AM peak hour, and by up to 20 vph during the weekday PM peak hour. Traffic volumes along eastbound Huntington Street between Court Street and the Gowanus Canal would increase by up to 25 vph during the weekday AM and PM peak hours and by approximately 25 vph in the westbound direction. Westbound Huntington Street traffic volumes would increase by up to 25 vph during the weekday AM and PM peak hours.

Levels of Service

Based on the traffic increases described above, the 2023 With-Action traffic levels of service were determined for the intersection of Smith Street and Huntington Street. Detailed traffic levels of service and a comparison with the 2023 No-Action conditions are provided in **Tables 2.8-13** and **2.8-14.** The intersection of Smith Street and Huntington Street would continue to operate at overall LOS A similar to the No-Action condition. All individual traffic movements would continue to operate at the same levels of service as in the No-Action condition except the eastbound Huntington Street approach, which would deteriorate from LOS C to acceptable LOS D during the weekday AM peak hour. The proposed project would not result in significant traffic impacts.

Figure 2.8-20 2023 With-Action Condition Traffic Volumes – Weekday AM Peak Hour

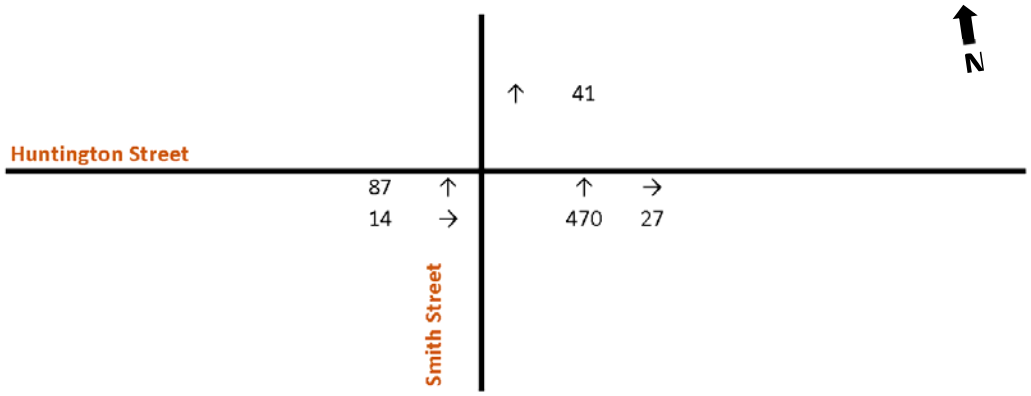


Figure 2.8-21 2023 With-Action Condition Traffic Volumes – Weekday PM Peak Hour

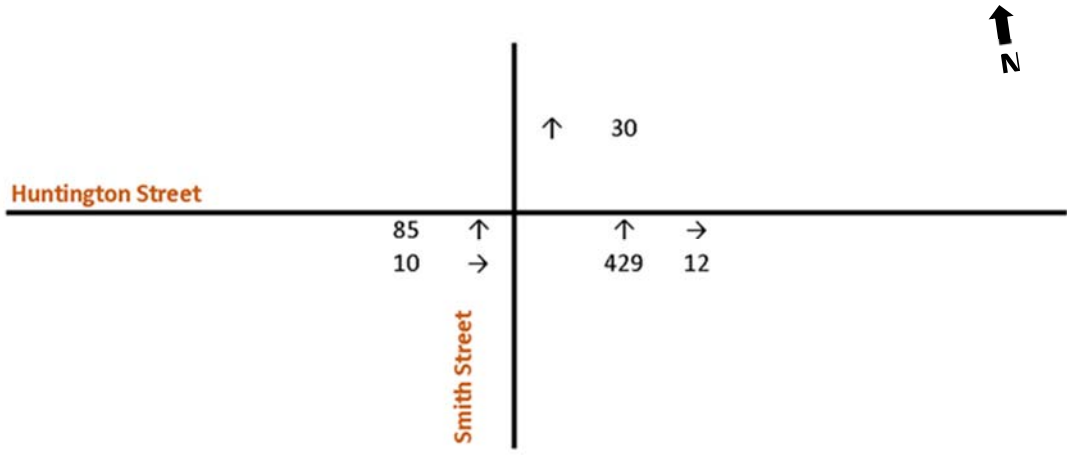


Table 2.8-13 2023 No-Action versus With-Action Condition Traffic Levels of Service – Weekday AM Peak Hour

			No-Action Condition			With-Action Condition		
Intersection and Approach		**Movement**	**V/C**	**Control Delay**	**LOS**	**V/C**	**Control Delay**	**LOS**
Smith Street and Huntington Street								
Huntington Street	EB	LT	0.39	24.3	C	0.47	29.8	D
	WB	R	0.03	11.8	B	0.10	12.6	B
Overall Intersection		-		**4.7**	**A**		**5.8**	**A**

Table 2.8-14 2023 No-Action versus With-Action Condition Traffic Levels of Service – Weekday PM Peak Hour

			No-Action Condition			With-Action Condition		
Intersection and Approach		**Movement**	**V/C**	**Control Delay**	**LOS**	**V/C**	**Control Delay**	**LOS**
Smith Street and Huntington Street								
Huntington Street	EB	LT	0.31	19.9	C	0.33	20.2	C
	WB	R	0.03	11.8	B	0.07	11.8	B
Overall Intersection		-		**3.9**	**A**		**4.4**	**A**

Parking

The weekday project-generated parking demand was determined to be approximately 69 spaces as shown in **Table 2.8-15**. This peak demand would be expected to occur from 2 PM to 3 PM on a weekday. Since the proposed project would not provide parking on-site, a survey of existing off-street parking facilities was conducted within a quarter-mile of the development site. The survey indicated that the project-generated parking demand of 69 spaces could be accommodated by the 457 total parking spaces in the four nearby off-street parking facilities; there are approximately 159 parking spaces unused and available during the weekday midday period. Three of these parking facilities are located to the north of the project area along Bond Street between Second Street and Union Street. The fourth off-site parking lot is near the intersection of Second Avenue and Ninth Street and is also available but has limited parking spaces available. A summary of the parking capacity and the occupancy for these four parking facilities is detailed in **Table 2.8-16**.

The proposed project would not result in a parking shortfall due to the availability of parking spaces within the project vicinity.

Table 2.8-15 Proposed Project Weekday Parking Demand

Hour	Local Retail				Office				Total			
	Auto In	Auto Out	Total Auto	Parking Demand	Auto In	Auto Out	Total Auto	Parking Demand	Auto In	Auto Out	Total Auto	Parking Demand
06 AM - 07 AM	0	0	0	0	0	0	0	0	0	0	0	0
07 AM - 08 AM	0	0	0	0	3	0	3	3	3	0	3	3
08 AM - 09 AM	**2**	**2**	**4**	**0**	**34**	**1**	**35**	**36**	**36**	**3**	**39**	**36**
09 AM - 10 AM	2	1	3	1	29	3	32	62	31	4	35	63
10 AM - 11 AM	4	2	6	3	6	5	11	63	10	7	17	66
11 AM - 12 PM	4	3	7	4	1	1	2	63	5	4	9	67
12 PM - 01 PM	**10**	**10**	**20**	**4**	**1**	**2**	**3**	**62**	**11**	**12**	**23**	**66**
01 PM - 02 PM	5	4	9	5	1	1	2	62	6	5	11	67
02 PM - 03 PM	5	3	8	7	1	1	2	62	6	4	10	69
03 PM - 04 PM	4	4	8	7	9	11	20	60	13	15	28	67
04 PM - 05 PM	4	4	8	7	3	20	23	43	7	24	31	50
05 PM - 06 PM	**5**	**5**	**10**	**7**	**2**	**39**	**41**	**6**	**7**	**44**	**51**	**13**
06 PM - 07 PM	3	5	8	5	1	5	6	2	4	10	14	7
07 PM - 08 PM	2	6	8	1	1	3	4	0	3	9	12	1
08 PM - 09 PM	2	3	5	0	0	0	0	0	2	3	5	0
09 PM - 10 PM	1	1	2	0	0	0	0	0	1	1	2	0
10 PM - 11 PM	0	0	0	0	0	0	0	0	0	0	0	0
11 PM - 12 AM	0	0	0	0	0	0	0	0	0	0	0	0

Table 2.8-16 Off-Street Parking Utilization Within the Development Site Vicinity

			Weekday AM Peak Period		Weekday Midday Peak Period		Weekday PM Peak Period	
Address	**Type**	**Capacity**	**Percent Occupied**	**Available Spaces**	**Percent Occupied**	**Available Spaces**	**Percent Occupied**	**Available Spaces**
146 Ninth Street	Lot	22	59%	9	77%	5	73%	6
365 Bond Street	Garage	193	80%	39	80%	39	60%	77
363 Bond Street	Garage	122	80%	24	80%	24	60%	49
313-319 Bond Street	Lot	120	26%	89	24%	91	24%	91
Total		**457**	**65%**	**161**	**65%**	**159**	**51%**	**223**

Pedestrians

The project-generated pedestrian volumes were distributed through the pedestrian network and added to the 2023 No-Action volumes to develop the 2023 With-Action pedestrian volumes. With-Action pedestrian volumes are shown in **Figures 2.8-22** through **2.8-25.** Pedestrian analyses were performed based on these volumes and the With-Action pedestrian levels of services were determined for the analysis locations. Pedestrian volumes and levels of service are provided in **Table 2.8-17**. The summary of the With-Action conditions indicates that during the weekday AM, midday, PM, and Saturday midday peak hours, none of the three pedestrian elements analyzed would operate at unacceptable levels of service (mid-LOS D or worse) and no significant impacts are expected to occur as a result of the project.

Figure 2.8-22 2023 With-Action Condition Pedestrian Volumes – Weekday AM Peak Hour

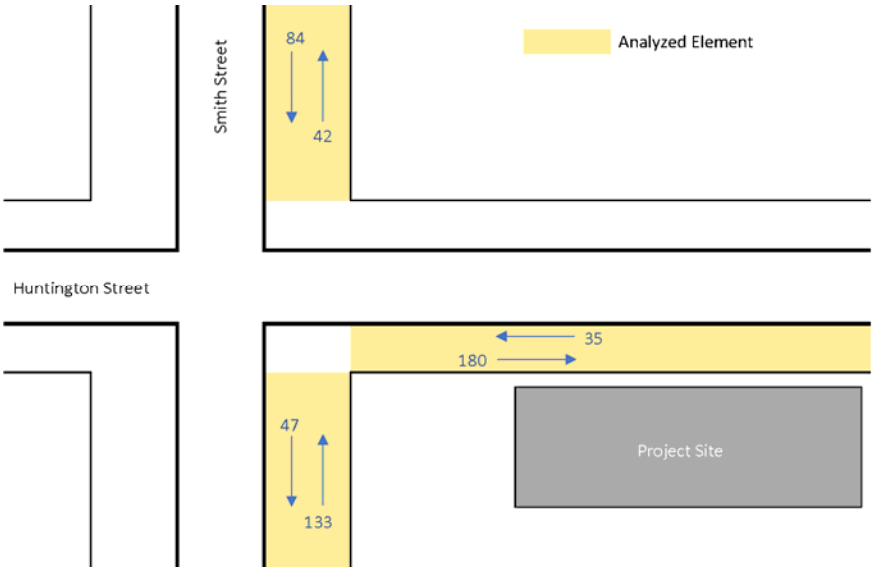


Figure 2.8-23 2023 With-Action Condition Pedestrian Volumes – Weekday MD Peak Hour

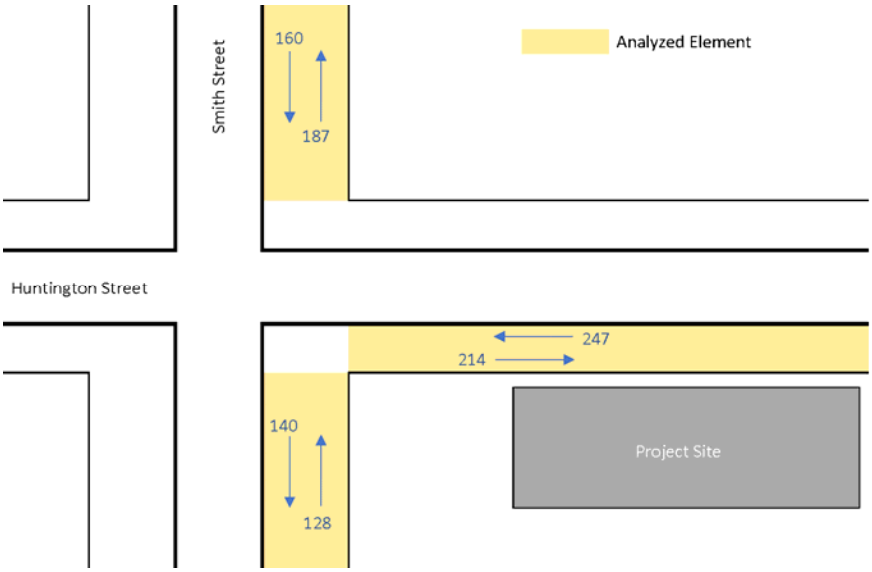


Figure 2.8-24 2023 With-Action Condition Pedestrian Volumes – Weekday PM Peak Hour

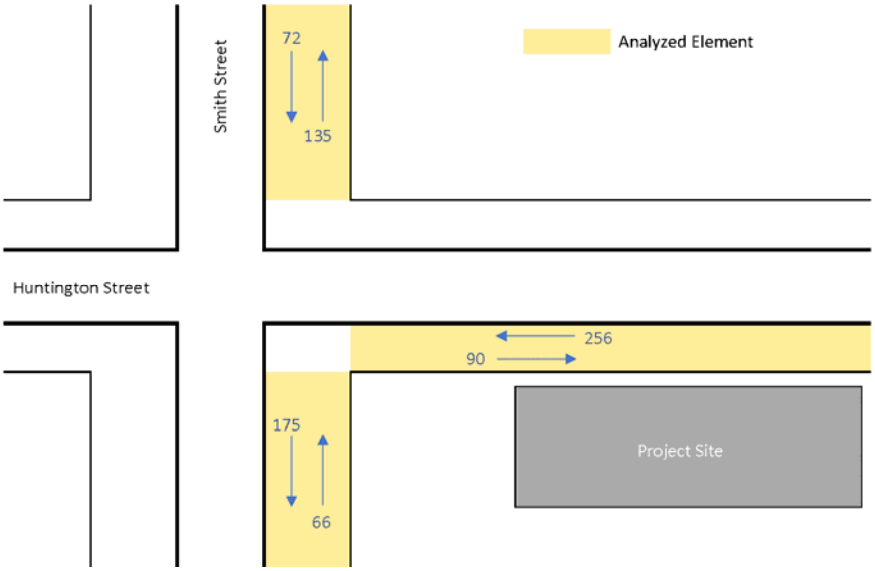


Figure 2.8-25 2023 With-Action Condition Pedestrian Volumes – Sat Peak Hour

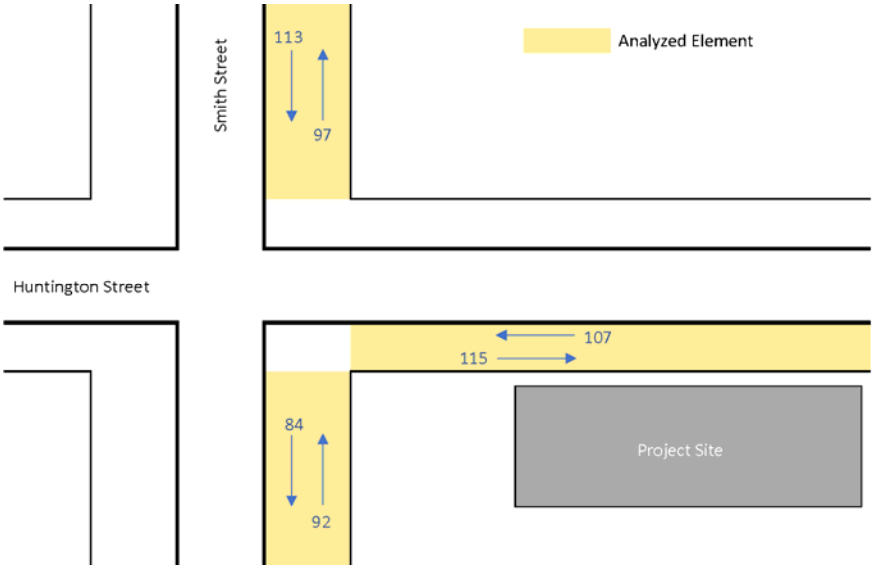


Table 2.8-17 2023 With-Action Condition Pedestrian Levels of Service

		Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
Sidewalk	**Effective Width, ft**	**Volume, ped/hr**	**Avg Ped Space, SF/P**	**Platoon LOS**	**Volume, ped/hr**	**Avg Ped Space, SF/P**	**Platoon LOS**	**Volume, ped/hr**	**Avg Ped Space, SF/P**	**Platoon LOS**	**Volume, ped/hr**	**Avg Ped Space, SF/P**	**Platoon LOS**
Huntington Street between Smith Street and Gowanus Canal (south side)	3.5	215	141	B	461	65	C	346	87	C	222	136	B
Smith Street between Huntington Street and 4th Place/ 5th Street (east side)	7.3	126	507	B	347	184	B	207	308	B	210	304	B
Smith Street between Huntington Street and West 9th Street (east side)	6.3	180	306	B	268	206	B	241	229	B	176	367	B

2.8.7 Conclusion

The proposed project would generate traffic volumes exceeding transportation screening thresholds and, as a result, a detailed traffic analysis was performed at the intersection of Smith Street and Huntington Street. The intersection would operate at overall acceptable LOS A and traffic improvements would not be needed. No accessory parking would be provided on-site for the retail and office uses (four parking spaces would be provided and would be accessory to the contractor shop and yard). An off-street parking survey was conducted within the vicinity of the project area, and determined that the project-generated parking demand of 69 spaces could be accommodated by four nearby off-street parking facilities.

The screening thresholds would be exceeded for pedestrians and, as a result, a detailed pedestrian analysis was performed at three pedestrian sidewalk elements during the weekday AM, midday, PM, and Saturday midday peak hours. Pedestrian improvements were not required for these elements; all pedestrian elements would operate at acceptable levels of service. The screening thresholds would not be exceeded for transit and additional analyses were not required.

Overall, the proposed project would not result in significant adverse transportation impacts.

2.9

Air Quality

Ambient air quality, or the quality of the surrounding air, may be affected by air pollutants produced by motor vehicles, referred to as "mobile sources"; by fixed facilities, usually referenced as "stationary sources"; or by a combination of both. Under CEQR, an air quality assessment determines both a proposed project's effects on ambient air quality as well as the effects of ambient air quality on the project.

2.9.2 Introduction

This section examines the potential for air quality impacts from the proposed project. According to the 2014 *CEQR Technical Manual*, air quality impacts can be characterized as either direct or indirect impacts. Direct impacts result from emissions generated by stationary sources, such as stack emissions from on-site fuel burned for boilers and heating, ventilation, and air conditioning (HVAC) systems. Indirect effects are caused by off-site emissions associated with a project, such as emissions from on-road motor vehicles ("mobile sources") traveling to and from a development site.

Consistent with the *CEQR Technical Manual*, air quality analyses for a proposed project focus on three main areas of potential concern:

› Potential impacts from mobile sources introduced by a project.

- Potential impacts from potential air pollutant sources introduced by a project, such as:
  - Emissions from a project's heating, ventilation, and air conditioning (HVAC) system.
  - Emissions from a project's cogeneration facility.
  - Emissions from a project's enclosed parking garage.
- Potential impacts on the proposed project from either manufacturing/processing facilities or large/major sources that are located near the project site.

The proposed project would not introduce new parking spaces. Therefore, a parking facility analysis is not warranted.

Lastly, no large/major sources were identified near the development site and therefore an assessment of these sources and their potential to affect the proposed project is not warranted.

Therefore, this analysis focuses on the following:

- An assessment of the potential for air quality impacts from mobile sources generated by the project.
- An assessment of the project's HVAC systems to affect uses in the surrounding area ("project on existing").
- An assessment of the potential for manufacturing/processing facilities that are located near the development site to affect the project.

2.9.3 Pollutants of Concern

Air pollution is of concern because of its demonstrated effects on human health. Of special concern are the respiratory effects of the pollutants and their potential toxic effects, as described below.

Carbon monoxide (CO) is a colorless and odorless gas that is a product of incomplete combustion. Carbon monoxide is absorbed by the lungs and reacts with hemoglobin to reduce the oxygen carrying capacity of the blood. At low concentrations, CO has been shown to aggravate the symptoms of cardiovascular disease. It can cause headaches, nausea, and at sustained high concentration levels, can lead to coma and death.

Particulate matter is made up of small solid particles and liquid droplets. PM_{10} refers to particulate matter with a nominal aerodynamic diameter of 10 micrometers or less, and $PM_{2.5}$ refers to particulate matter with an aerodynamic diameter of 2.5 micrometers or less. Particulates can enter the body through the respiratory system. Particulates over 10 micrometers in size are generally captured in the nose and throat and are readily expelled from the body. Particulates smaller than 10 micrometers, and especially particles smaller than 2.5 micrometers, can reach the air ducts (bronchi) and the air sacs (alveoli) in the lungs. Particulates are associated with increased incidence of respiratory diseases, cardiopulmonary disease, and cancer.

Nitrogen oxides (NO_X), the most significant of which are nitric oxide (NO) and nitrogen dioxide (NO_2), can occur when combustion temperatures are extremely high (such as in engines) and atmosphere nitrogen gas combines with oxygen gas. NO is relatively harmless to humans but quickly converts to NO_2. Nitrogen dioxide has been found to be a lung irritant and can lead to respiratory illnesses. Nitrogen oxides, along with VOCs, are also precursors to ozone formation.

Sulfur Dioxide (SO_2) emissions are the main components of the "oxides of sulfur," a group of highly reactive gases from fossil fuel combustion at power plants, other industrial facilities, industrial processes, and burning of high sulfur containing fuels by locomotives, large ships, and non-road equipment. High concentrations of SO_2 will lead to formation of other sulfur oxides. By reducing the SO_2 emissions, other forms of sulfur oxides are also expected to decrease. When oxides of sulfur react with other compounds in the atmosphere, small particles that can affect the lungs can be formed. This can lead to respiratory disease and aggravate existing heart disease.

Non-criteria pollutants may be of concern in addition to the criteria pollutants discussed above. Non-criteria pollutants are emitted by a wide range of man-made and naturally occurring sources. These pollutants are sometimes referred to as hazardous air pollutants (HAP) and when emitted from mobile sources, as Mobile Source Air Toxics (MSATs). Emissions of non-criteria pollutants from industrial sources are regulated by the United States Environmental Protection Agency (EPA).

Federal ambient air quality standards do not exist for non-criteria pollutants; however, the New York State Department of Environmental Conservation (NYSDEC) has issued standards for certain non-criteria compounds, including beryllium, gaseous fluorides, and hydrogen sulfide. NYSDEC has also developed guidance document DAR-1 (August 2016), which contains a compilation of annual and short term (1-hour) guideline concentration thresholds for these compounds. The NYSDEC's DAR-1 guidance thresholds represent ambient levels that are considered safe for public exposure. EPA has also developed guidelines for assessing exposure to non-criteria pollutants. These exposure guidelines are used in health risk assessments to determine the potential effects to the public.

2.9.4 Impact Criteria

The predicted concentrations of pollutants of concern associated with a proposed project are compared with either the National Ambient Air Quality Standards (NAAQS) for criteria air pollutants or ambient guideline concentrations for non-criteria pollutants. In general, if a project would cause the standards for any pollutant to be exceeded, it would likely result in a significant adverse air quality impact. In addition, the City's *de minimis* criteria are also used to determine significance of impacts for CO and $PM_{2.5}$.

National Ambient Air Quality Standards

The Clean Air Act (CAA) requires the EPA to set standards on the pollutants that are considered harmful to public health and the environment. The NAAQS were

implemented as a result of the CAA, amended in 1990 (see **Table 2.9-1**). The NAAQS applies to six principal ("criteria") pollutants: carbon monoxide (CO), nitrogen dioxide (NO_2), particulate matter 10 (PM_{10}), particulate matter 2.5 ($PM_{2.5}$), sulfur dioxide (SO_2), and ozone.

Table 2.9-1 National and New York State Ambient Air Quality Standards

Pollutant	Averaging Time	Standard
Carbon Monoxide	1-Hour	35 ppm (40,000 µg/m^3)
	8-Hour	9 ppm (10,000 µg/m^3)
Nitrogen Dioxide	Annual	53 ppb (100 µg/m^3)
	1-Hour	100 ppb (188 µg/m^3)
Ozone	8-Hour	0.070 ppm
Particulate Matter (PM_{10})	24-Hour	150 µg/m^3
Particulate Matter ($PM_{2.5}$)	Annual	12.0 µg/m^3
	24-Hour	35.0 µg/m^3
Sulfur Dioxide	3-Hour	0.5 ppm (1,300 µg/m^3)
	1-Hour	75 ppb (196 µg/m^3)

Source: *United States Environmental Protection Agency National Ambient Air Quality Standards. Retrieved from https://www.epa.gov/criteria-air-pollutants/naaqs-table.*

Non-criteria Pollutant Thresholds

Non-criteria, or toxic, air pollutants include a multitude of pollutants of variable toxicity. No federal ambient air quality standards have been promulgated for toxic air pollutants. However, EPA and NYSDEC have issued guidelines that establish acceptable ambient levels for these pollutants based on human exposure.

The NYSDEC DAR-1 guidance document presents guideline concentrations in micrograms per cubic meter (µg/m^3) for the one-hour and annual average time periods for various air toxic compounds[1].

In order to evaluate impacts of non-carcinogenic toxic air emissions, EPA developed a methodology called the "Hazard Index Approach." The acute hazard index is based on short-term exposure, while the chronic non-carcinogenic hazard index is based on annual exposure limits. If the combined ratio of pollutant concentration divided by its respective short-term or annual exposure threshold for each of the toxic pollutants is found to be less than 1.0, no significant adverse air quality impacts are predicted to occur due to these pollutant releases.

In addition, EPA has developed unit risk factors for carcinogenic pollutants. EPA considers an overall incremental cancer risk from a proposed action of less than one-in-one million to be insignificant. Using these factors, the potential cancer risk associated with each carcinogenic pollutant, as well as the total cancer risk of the releases of all the carcinogenic toxic pollutants combined, can be estimated. If the total incremental cancer

[1] NYSDEC DAR-1 - http://www.dec.ny.gov/docs/air_pdf/dar1.pdf.

risk of all the carcinogenic toxic pollutants combined is less than one-in-one million, no significant adverse air quality impacts are predicted to occur due to these pollutant releases.

CO *De Minimis* Criteria

New York City has developed *de minimis* criteria to assess the significance of the increase in CO concentrations that would result from the impact of project-generated mobile sources, as set forth in the *CEQR Technical Manual*. These criteria set the minimum change in CO concentration that defines a significant adverse environmental impact. Significant increases of CO concentrations in New York City are defined as:

- An increase of 0.5 ppm or more in the maximum eight-hour average CO concentration at a location where the predicted No-Action eight-hour concentration is equal to or between 8.0 and 9.0 ppm; or
- An increase of more than half the difference between baseline (i.e., No-Action) concentrations and the eight-hour standard, when No-Action concentrations are below 8.0 ppm.

$PM_{2.5}$ *De Minimis* Criteria

New York City uses *de minimis* criteria to determine a project's potential to result in a significant adverse $PM_{2.5}$ impact under CEQR. The *de minimis* criteria are as follows:

- Predicted increase of more than half the difference between the background concentration and the 24-hour standard;
- Annual average $PM_{2.5}$ concentration increments which are predicted to be greater than 0.1 µg/m^3 at ground level on a neighborhood scale (i.e., the annual increase in concentration representing the average over an area of approximately 1 square kilometer, centered on the location where the maximum ground-level impact is predicted for stationary sources; or at a distance from a roadway corridor similar to the minimum distance defined for locating neighborhood scale monitoring stations); or
- Annual average $PM_{2.5}$ concentration increments which are predicted to be greater than 0.3 µg/m^3 at a discrete receptor location (elevated or ground level).

Background Concentrations

Background concentrations are ambient pollution levels associated with existing stationary, mobile, and other area emission sources. NYSDEC maintains an air quality monitoring network and produces annual air quality reports that include monitoring data for CO, NO_x, PM_{10}, $PM_{2.5}$, and SO_2. To develop background levels, the latest available pollutant concentrations from NYSDEC monitoring sites located closest to the development site were used. If the pollutant concentration from the nearest monitoring station is not available, the next closest monitoring station is selected, and so forth. **Table 2.9-2** summarizes the background concentrations for each of the pollutants.

Table 2.9-2 Background Concentrations

Pollutant	Averaging Time	Monitoring Location	Background Concentration
Carbon Monoxide	1-Hour[1]	CCNY	2.52 ppm
	8-Hour[1]	CCNY	1.20 ppm
Nitrogen Dioxide	1-Hour[2]	Queens College	105.7 µg/m^3
	Annual[3]	Queens College	29.9 µg/m^3
Particulate Matter (PM_{10})	24-Hour[4]	Division St	38 µg/m^3
Particulate Matter ($PM_{2.5}$)	24-Hour[5]	Division St	19.2 µg/m^3
Sulfur Dioxide	1-Hour[6]	Queens College	14.9 µg/m^3

Notes:
[1] 1-hour CO and 8-hour CO background concentrations are based on the highest second max value from the latest five years of available monitoring data from NYSDEC (2014-2018)
[2] 1-hour NO_2 background concentration is based on three-year average (2016-2018) of the 98th percentile of daily maximum 1-hour concentrations from available monitoring data from NYSDEC.
[3] Annual NO_2 background concentration is based on the maximum annual average from the latest five years of available monitoring data from NYSDEC (2014-2018).
[4] 24-hour PM_{10} is based on the highest second max value from the latest three years of available monitoring data from NYSDEC (2016-2018).
[5] The 24-hour $PM_{2.5}$ background concentration is based on maximum 98th percentile concentration averaged over three years of data from NYSDEC (2016-2018).
[6] 1-hour SO_2 background concentration is based on maximum 99th percentile concentration averaged over the latest three years of available monitoring data from NYSDEC (2016-2018).
Source: NYSDEC Ambient Air Quality Report, 2018,
http://www.dec.ny.gov/chemical/8536.html,
https://www.dec.ny.gov/docs/air_pdf/2018airqualreport.pdf.

$PM_{2.5}$ impacts are assessed on an incremental basis and compared with the $PM_{2.5}$ *de minimis* criteria, without considering the annual background. Therefore, the annual $PM_{2.5}$ background is not presented in the table.

2.9.5 Methodology

Mobile Source Screening Analysis

A screening analysis of mobile source emissions of Carbon Monoxide (CO) and Particulate Matter (PM) on ambient pollutant levels in the study area was conducted per *CEQR Technical Manual* guidance. For the project's study area, as described in Chapter 17, Sections 210 and 311 of the *CEQR Technical Manual*, the threshold for conducting an analysis of CO emissions corresponds to 170 project-generated vehicles at a given intersection in the peak hour. The need for conducting an analysis of PM emissions is based on road type, and the number of project-generated peak hour heavy-duty diesel vehicles (or its equivalency in vehicular $PM_{2.5}$ emissions) as determined using the worksheet provided on page 17-12 of the *CEQR Technical Manual* [Autos are assumed to be Light Duty Gasoline Truck (LDGT1) in the worksheet].

For the proposed project, screening analyses were conducted for the Huntington Street and Smith Street and Smith Street and 9th Street intersections. The analyses accounted for the weekday AM and PM peak hours, as they exceeded the Level 1 screening thresholds (see Section 2.6, "Transportation"). Both intersections are representative of project-generated vehicle trips for arterial roads.

The number of incremental vehicular trips for both intersections would be lower than the *CEQR Technical Manual* CO-based screening threshold of 170 vehicles per hour, and the $PM_{2.5}$-based screening threshold of 23 truck equivalents (for arterial roads) per hour. Therefore, a quantified assessment of on-street mobile source emissions is not warranted, and the proposed project would not result in significant adverse air quality impacts from mobile sources.

HVAC Analysis

As described in Section 1.0, "Project Description," the proposed development would result in one new building. It is assumed that the building would have a single boiler stack used for its HVAC system. Thus, an air quality analysis is warranted to assess the potential for emissions from each of the HVAC systems to significantly impact existing buildings; in addition, a screening analysis was undertaken to consider potential future development resulting from the Gowanus Neighborhood Rezoning.

CEQR Graphical Screening (HVAC Screening Analysis)

As described in Section 220 and Section 321 in Chapter 17 of the *CEQR Technical Manual*, for single-building projects that would use fossil fuels (i.e., fuel oil or natural gas) for HVAC systems, a preliminary stationary source screening analysis is typically warranted to evaluate the potential for impacts on existing buildings from HVAC systems emissions for the proposed project. The *CEQR Technical Manual* provides screening nomographs based on fuel type, stack height, minimum distance from the source to the nearest receptor buildings with similar or greater heights, and floor area of development resulting from the proposed project. There are three different curves representing three different stack heights (30 feet, 100 feet and 165 feet) on the figures, and the height closest to but not higher than the proposed stack height should be selected. Based on the development size, if the distance from the development site to the nearest building of similar or greater height is less than the minimum required distance determined, there is the potential for a significant air quality impact from the project's boilers, and further analysis needs to be conducted using the USEPA's AERMOD model.

As detailed below, the HVAC screening analysis indicated that a refined analysis is not warranted for the proposed building.

Industrial Source Analysis

As described in Section 220 and Section 321 in Chapter 17 of the *CEQR Technical* Manual, an air quality assessment is required to evaluate the potential impacts of air toxics emissions from ventilation exhaust systems of manufacturing or processing

facilities within a 400-foot radius of a project site when a project would result in new sensitive uses (particularly residences, schools, hospitals, or parks). If any sources are identified, a screening analysis is performed based on Table 17-3 in Chapter 17 of the *CEQR Technical Manual*. The screening table provides the maximum 1-hour, 8-hour, 24-hour and annual average modeled values based on a generic emission rate of 1 gram per second of a pollutant from a 20-foot tall point source for the distances between 30 feet and 400 feet from the receptor of same height. Potential impacts predicted from the industrial source of concern based on the screen table are compared with the short-term guideline concentrations (SGCs) and annual guideline concentration (AGCs) recommended in NYSDEC's DAR-1 AGC/SGC Tables. If a proposed project fails the above screening analysis, or the screening analysis methodology is not applicable to the project, further refined analysis using EPA's AERMOD model is warranted to determine any potential for significant adverse impacts.

2.9.6 Assessment

HVAC Analysis

The proposed project would consist of one building located on the development site: a 6-story, 86-foot tall commercial building totaling approximately 101,222 gsf. The building would use natural gas as a fuel source for its boiler and HVAC system.

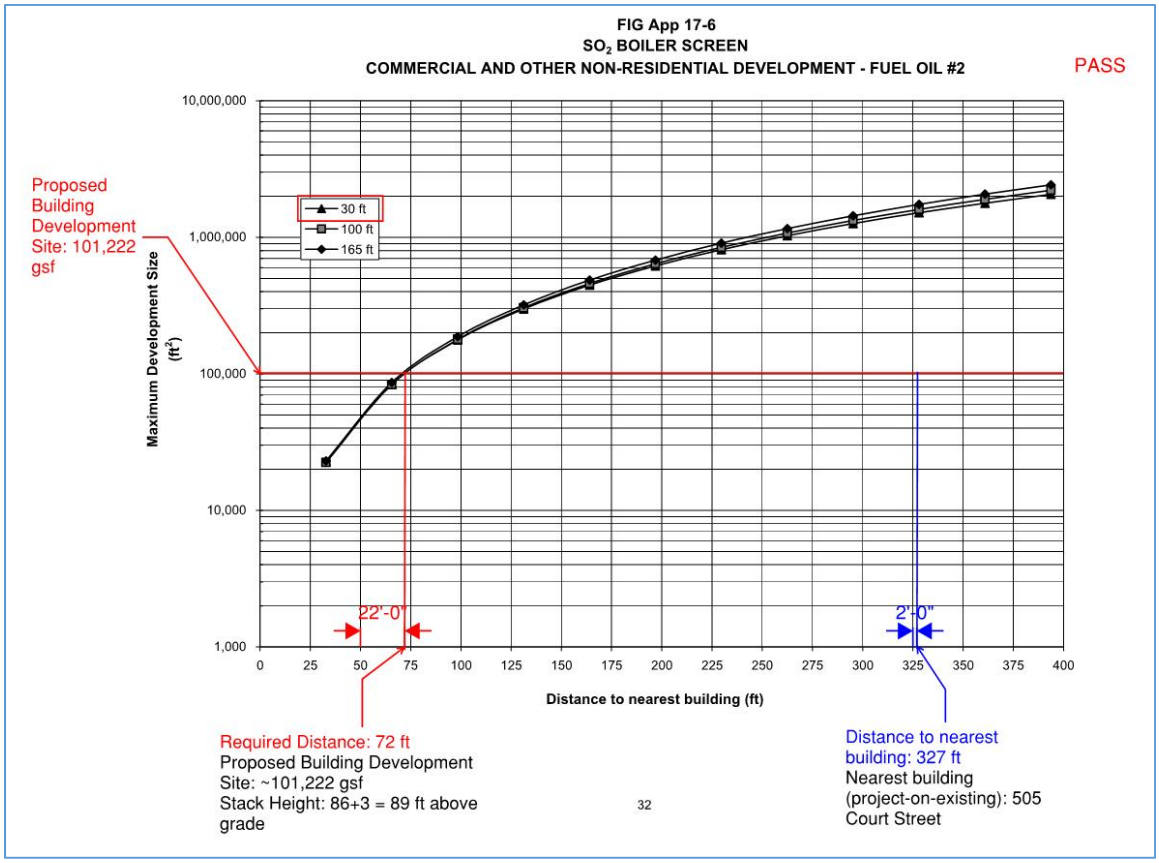
The building would have a roof height of approximately 86 feet above grade level. Consistent with *CEQR Technical Manual* guidelines, it is assumed that the stack would rise three feet above the roof for a total height of 89 feet above grade.

A survey of existing residential land uses and other sensitive receptor sites within a 400-foot radius of the project site indicated that there is an existing building of similar or greater height located at 505 Court Street. 505 Court Street is a residential building whose absolute roof elevation is approximately 155 feet, or approximately 52 feet taller than the absolute stack elevation of the proposed building.[2] The distance from the eastern building façade of 505 Court Street facing Smith Street to the nearest lot line of the proposed development is 327 feet based on available GIS data.

A screening analysis was performed for the proposed building assuming a height of 89 feet above grade and a total development size of approximately 101,222 square feet. Based upon the proposed height and square footage, the minimum screening distance necessary to avoid potential adverse air quality impacts was determined to be approximately 72 feet assuming fuel oil #2 (see **Figure 2.9-1**). With the minimum source to receptor distance determined to be 327 feet, and a required distance of 72 feet for fuel oil #2, the screening distance requirement is met.

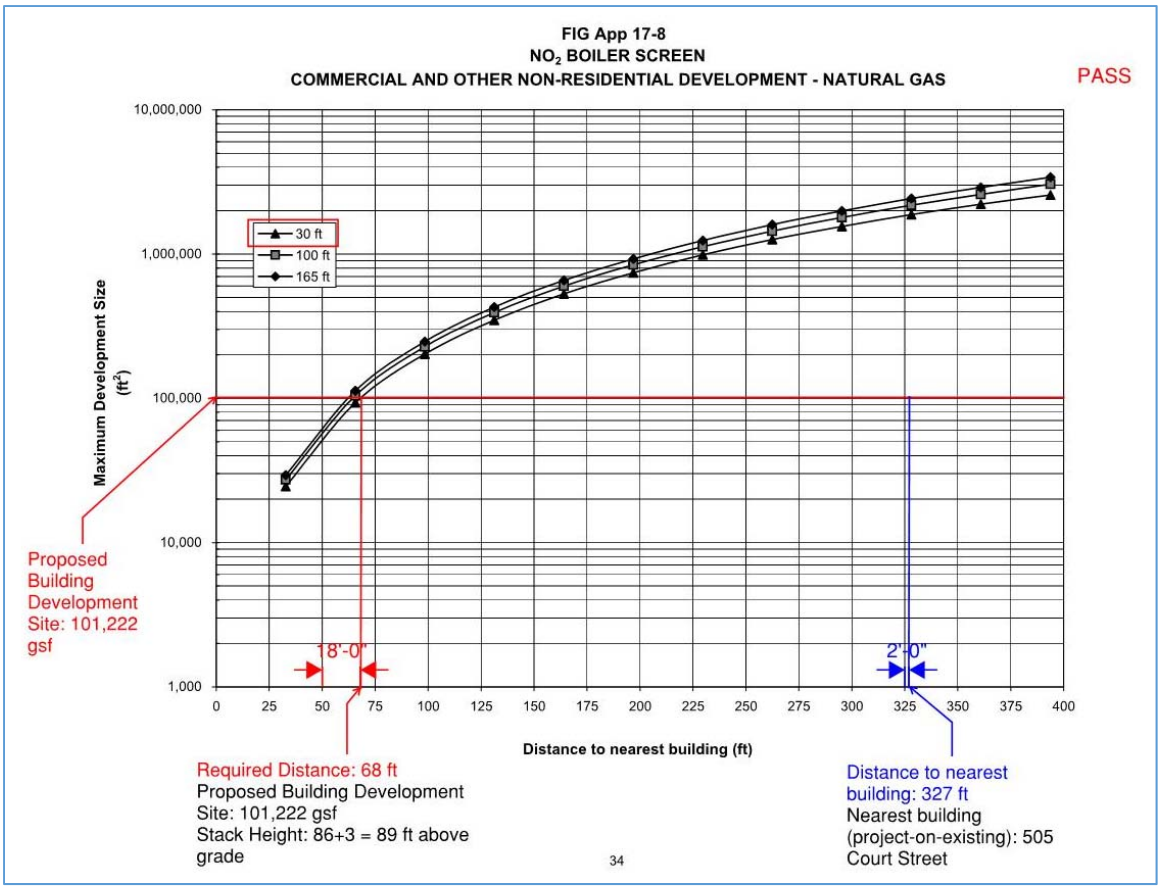
[2] Absolute stack elevation of the Proposed Building is a sum of the Proposed Building height above grade, the ground elevation, and 3 feet of stack height. Absolute roof elevation of the surrounding building is a sum of the building height above grade and the ground elevation.

Figure 2.9-1 Fuel Oil #2 HVAC Screening – Proposed Building



A second screening analysis was performed for the proposed building assuming natural gas. Based upon the proposed height and square footage, the minimum screening distance necessary to avoid potential adverse air quality impacts was determined to be approximately 68 feet assuming natural gas (see **Figure 2.9-2**). With the minimum source to receptor distance determined to be 327 feet, and a required distance of 68 feet for natural gas, the screening distance requirement is met and there would be no significant adverse stationary source impacts related to the proposed project's HVAC systems.

Figure 2.9-2 Natural Gas HVAC Screening – Proposed Building



While the proposed project passes the screening analyses for both fuel oil and natural gas, because there is the potential, after approval of the proposed Gowanus Neighborhood Rezoning, for new mixed-use development to occur on the site to the north of the development site (Block 471, Lot 200), a screening analysis was also performed for the proposed project in relation to the potential future development to the north. While the proposed project is expected to use natural gas, the screening analysis was undertaken assuming No. 2 fuel oil as this is more conservative.

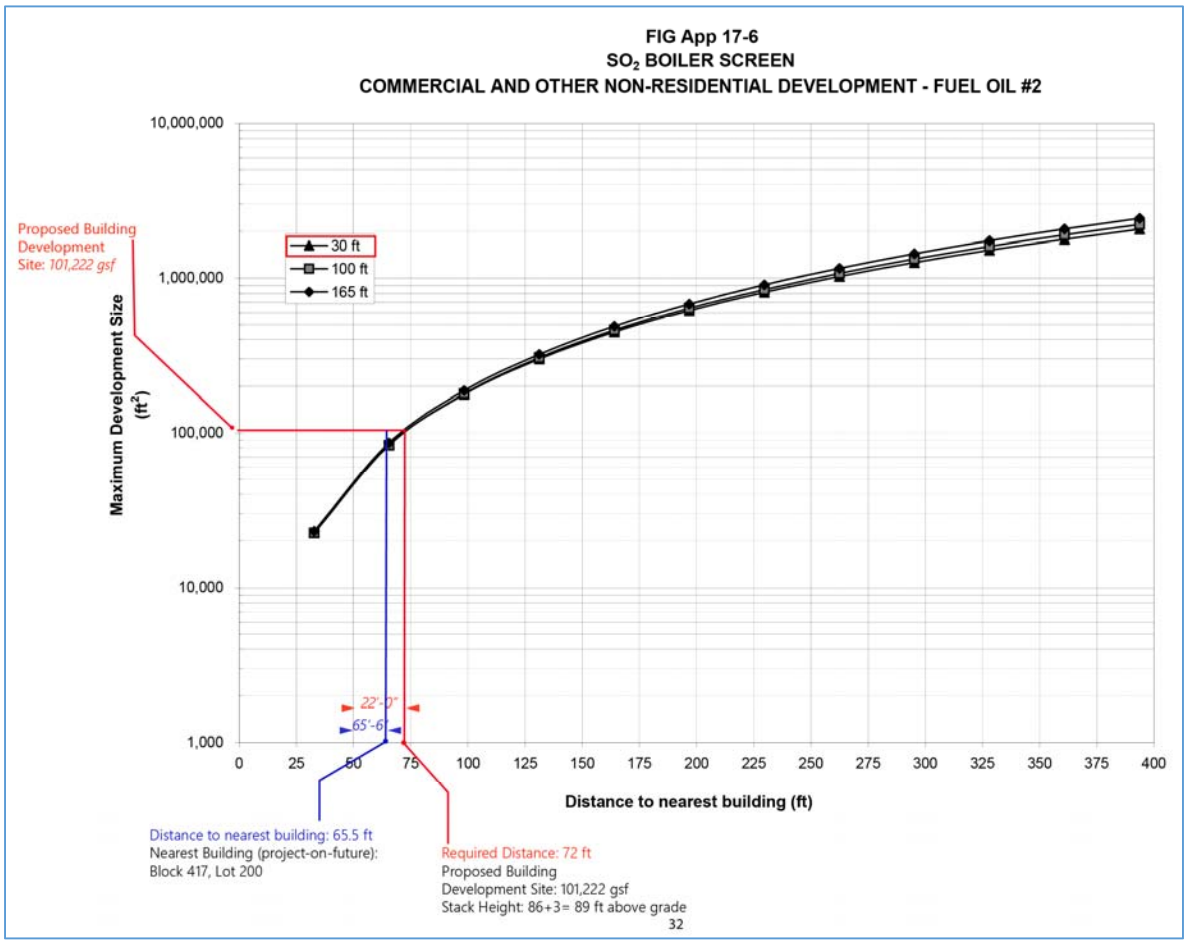
As there are no building plans available for the site to the north, it is conservatively assumed that a development of similar or greater height would be built to the lot line on Brooklyn Block 471 Lot 200 just north of Huntington Street.

Based upon the proposed height and square footage, the minimum screening distance necessary to avoid potential adverse air quality impacts was determined to be approximately 72 feet assuming No. 2 fuel oil (see **Figure 2.9-3**). The distance from the façade of the proposed project to the lot line to the north would be 65.5 feet. With the minimum source to receptor distance determined to be 65.5 feet, and a required distance of 72 feet for fuel oil #2, the screening distance requirement is not met. Therefore, an (E) Designation for air quality would be applied to the proposed development site (E-563). The text for the (E) Designation would be as follows:

Block 477, Lot 8

In the event that the Gowanus Neighborhood Rezoning (09DCP015K) is approved, any new commercial development on the proposed property must ensure that the HVAC stack(s) is located no less than 22 feet from the lot line facing Huntington Street to avoid any significant adverse air quality impacts.

Figure 2.9-3 Fuel Oil No. 2 HVAC Screening – Proposed Building with Future Gowanus Neighborhood Development



Industrial Source Analysis

To assess potential air quality impacts on the proposed project from existing industrial sources that emit toxic air contaminants, an investigation of existing land uses within a 400-foot radius of the development site was conducted to identify potential sources and determine if there are active permits associated with those sources.

As a first step, land use maps were reviewed to identify surrounding land uses that could have the New York City Department of Environmental Protection (NYCDEP) issued

industrial permits (i.e., sites classified as Industrial/Manufacturing, Transportation/Utility, or Public Facilities/Institutions). **Table 2.9-3** lists these land uses.

Table 2.9-3 Industrial Sources within 400 Feet of the Development Site

Address	Block	Lot	Land Use*	Lot Owner Name*	DEP CATS
65 6 STREET	990	138	Transportation/Utility	BROOKLYN UNION GAS COMPANY	PR033617, registration - engine/generator
37 9 STREET	990	50	Industrial/Manufacturing	GOWANUS HOLDINGS LLC	PA028178, industrial
					PA072272, industrial
					PA072372, industrial
					PA028170, industrial
					PA072172, industrial
					PA085372, industrial
					PB015908, industrial
					PB016008, industrial
230 HUNTINGTON STREET	477	8	Industrial/Manufacturing	RED HOOK CONCRETE LOA	PA039397, industrial
					PA039697, industrial
					PA039597, industrial
					PA039497, industrial

*As per MapPLUTO
Source: NYCDEP's Clean Air Tracking System (NYCDEP CATS). https://a826-web01.nyc.gov/DEP.BoilerInformationExt/

Once the potential facilities were identified, an additional review was undertaken to assess whether the potential facilities have associated permits; the following sources were reviewed: NYCDEP's Clean Air Tracking System (NYCDEP CATS), New York City's Open Accessible Space Information System Cooperative (OASIS) database, available aerial photos provided by Google and Bing, and internet websites.

As shown in **Table 2.9-3**, thirteen valid (including expired) industrial permits were identified from the NYCDEP CATS online database. A permit search request was sent to NYCDEP on December 27, 2018 and January 10, 2019 for these relevant sites. Based on the information provided by NYCDEP, thirteen permits (PA028170, PA028178, PA039397, PA039497, PA039597, PA039697, PA072172, PA072272, PA072372, PA085372, PB015908, PB016008, PR033617) at 65 6th Street, 37 9th Street and 230 Huntington Street were issued for storage and loading of cement, woodworking machines, metal working machines and an emergency generator. Following NYCDEP guidance, an emergency generator does not require an air quality assessment. The remaining twelve permits expired on or before January 22, 2013. As per NYCDEP Administrative Code Section 24-109(g), a registered permit that has been expired for a period of one year or more shall be considered cancelled by the department. Cancelled permits do not require an air quality assessment.

Since there were no active permit records identified for the nearby industrial uses, there is no significant adverse impact associated with emissions of air toxics expected, and no further analysis is warranted.

2.9.7 Conclusion

The number of incremental trips generated by the proposed project would be lower than screening thresholds addressed in the CEQR Technical Manual, therefore, traffic from the proposed project would not result in a significant adverse impact on mobile source air quality.

The HVAC screening analysis demonstrated that there would be no potential for significant adverse stationary source air quality impacts from the proposed HVAC system (assuming either fuel oil or natural gas). However, an (E) Designation would be applied to the proposed development site because of potential future development at the site to the north of Huntington Street after approval of the Gowanus Neighborhood Rezoning.

No significant adverse impacts are expected from existing industrial sources within a 400-foot radius of the development site, and "large" or "major" emission sources within a 1,000-foot radius of the development site.

Therefore, there would be no significant adverse air quality impacts as a result of the proposed action.

2.10

Noise

The goal of this section is to determine whether the proposed project may increase noise exposure at existing sensitive receptors and whether new receptors would be introduced into an acceptable ambient noise environment.

2.10.1 Introduction

The applicant, 300 Huntington LLC, is requesting a Zoning Map Amendment to rezone the project area from an M2-1 to an M2-3 district to facilitate the development of a 6-story building which would include office space, ground-level retail space, and a contractor yard. Therefore, the proposed project would introduce new noise-sensitive receptors to the development site. The purpose of the noise assessment under CEQR is to determine if:

- The proposed development would significantly increase sound levels from mobile and stationary sources at existing noise receptors adjacent to the development site; and
- New noise receptors introduced at the development site would be in an acceptable ambient sound level environment.

Per the *2014 CEQR Technical Manual*, a noise analysis is appropriate if an action would generate mobile or stationary sources of noise or would be located in an area with high ambient noise levels. Mobile sources include vehicular traffic; stationary sources include rooftop equipment such as emergency generators, cooling towers, and other mechanical equipment.

The noise assessment includes the following:

- Background on metrics used to describe noise;
- The methodology and criteria used to assess potential impacts;
- An assessment of the potential for the proposed development to significantly affect existing receptors due to the introduction of new mobile or stationary sources;
- Results from ambient sound level monitoring; and
- An evaluation of the ambient sound levels at new receptor locations.

Noise Background

Noise is defined as unwanted or excessive sound. Sound becomes unwanted when it interferes with normal activities such as sleep, work, or recreation. How people perceive sound depends on several measurable physical characteristics. These factors include:

- Level - Sound level is based on the amplitude of sound pressure fluctuations and is often equated to perceived loudness.
- Frequency - Sounds are comprised of acoustic energy distributed over a variety of frequencies. Acoustic frequencies, commonly referred to as tone or pitch, are typically measured in Hertz (Hz). Pure tones have energy concentrated in a narrow frequency range and can be more audible to humans than broadband sounds. Sound levels are most often measured on a logarithmic scale of decibels (dB). The decibel scale compresses the audible acoustic pressure levels which can vary from the threshold of hearing (0 dB) to the threshold of pain (120 dB). Because sound levels are measured in dB, the addition of two sound levels is not linear. Adding two equal sound levels results in a 3 dB increase in the overall level. Research indicates the following general relationships between sound level and human perception:
  - A 3-dB increase is a doubling of acoustic energy and is the threshold of perceptibility to the average person.
  - A 10-dB increase is a tenfold increase in acoustic energy and is perceived as a doubling in loudness to the average person.

Audible sound is comprised of acoustic energy over a range of frequencies typically from 20 to 20,000 Hz. The human ear does not perceive sound levels at each frequency as equally loud. To compensate for this phenomenon in perception, a frequency filter known as A-weighting (dBA) is used to evaluate environmental noise levels. **Table 2.10-1** presents a list of common outdoor and indoor sound levels.

Table 2.10-1 Common Indoor and Outdoor Sound Levels

Outdoor Sound Levels	Sound Pressure µPa		Sound Level dBA	Indoor Sound Levels
	6,324,555	-	110	Rock Band at 5 m
Jet Over-Flight at 300 m		-	105	
	2,000,000	-	100	Inside New York Subway Train
Gas Lawn Mower at 1 m		-	95	
	632,456	-	90	Food Blender at 1 m
Diesel Truck at 15 m		-	85	
Noisy Urban Area—Daytime	200,000	-	80	Garbage Disposal at 1 m
		-	75	Shouting at 1 m
Gas Lawn Mower at 30 m	63,246	-	70	Vacuum Cleaner at 3 m
Suburban Commercial Area		-	65	Normal Speech at 1 m
	20,000	-	60	
Quiet Urban Area—Daytime		-	55	Quiet Conversation at 1 m
	6,325	-	50	Dishwasher Next Room
Quiet Urban Area—Nighttime		-	45	
	2,000	-	40	Empty Theater or Library
Quiet Suburb—Nighttime		-	35	
	632	-	30	Quiet Bedroom at Night
Quiet Rural Area—Nighttime		-	25	Empty Concert Hall
Rustling Leaves	200	-	20	
		-	15	Broadcast and Recording Studios
	63	-	10	
		-	5	
Reference Pressure Level	20	-	0	Threshold of Hearing

µPA MicroPascals describe pressure. The pressure level is what sound level monitors measure.
dBA A-weighted decibels describe pressure logarithmically with respect to 20 µPa (the reference pressure level).
Source**:** Highway Noise Fundamentals, Federal Highway Administration, September 1980.

Because sound levels change over time, a variety of sound level metrics can be used to describe environmental noise. The following is a list of sound level descriptors that are used in the noise analysis:

- L_{10} is the sound level which is exceeded for 10 percent of the time during a given time period. Therefore, it represents the higher end of the range of sound levels. The unit is commonly used in the *2014 CEQR Technical Manual* to evaluate acceptable thresholds for noise exposure for new receptors that would be introduced by a proposed development.
- L_{eq} is the energy-average A-weighted sound level. The L_{eq} is a single value that is equivalent in sound energy to the fluctuating levels over a period of time. Therefore, the L_{eq} considers how loud noise events are during the period, how long they last, and how many times they occur. L_{eq} is commonly used to describe environmental noise and relates well to human annoyance. In accordance with the *2014 CEQR Technical Manual*, the L_{eq} sound level is used to assess the potential for significant increases in noise due to a proposed development at existing receptors in the study area.

Assessment Methodology

This noise analysis considers two receptor types when evaluating noise for the proposed development; existing and new receptor(s). Since the proposed project would introduce new offices, these are considered "new receptors."

The analysis also considers "existing receptors" which are the current noise-sensitive uses, such as residential and commercial properties surrounding the development site. The following describes the results of the noise assessment for these two types of receptors.

2.10.2 Noise Assessment for Existing Receptors

Noise impact at existing nearby sensitive receptors is assessed according to the relative increase between No-Action and With-Action sound levels. Noise impact is assessed according to the increase in the L_{eq} sound level in accordance with the *2014 CEQR Technical Manual*. If mobile or stationary sources associated with the proposed project would increase L_{eq} sound levels by 3 dB or more and absolute levels would exceed 65 dBA L_{eq}, the proposed project would cause a significant adverse impact prior to mitigation. Additionally, if No-Action condition noise levels are 60 dBA L_{eq} or less, a 5-dB increase would be considered a significant adverse noise impact.

Mobile Sources

As described in **Section 2.8, Transportation**, a detailed traffic analysis has been conducted to evaluate Existing, No-Action and With-Action traffic volumes at the intersection of Smith Street and Huntington Street. This analysis also included a vehicle classification count as part of the turning movement count conducted at this intersection. With-Action noise conditions are determined based on an ambient sound monitoring program and proportional modeling of noise passenger-car equivalents (PCE) to determine the potential increase in noise due to the proposed project. If the proposed project would result in a doubling or more of PCEs, it would result in a 3 dBA or greater increase in noise levels. If PCEs would not double due to the proposed project, there would not be a significant adverse vehicular noise impact, and no further mobile source noise analysis is warranted.

The *2014 CEQR Technical Manual* describes the process to determine PCEs. Vehicle classes are defined to have the following PCEs based on typical vehicles speeds:

- Each automobile or light truck: 1 noise PCE
- Each medium truck: 13 noise PCEs
- Each bus: 18 noise PCEs
- Each heavy truck: 47 noise PCEs

Future With-Action noise increases are calculated using the following equation:

$$\text{With Action } L_{eq} \text{ Increase} = 10 * \log\left(\frac{\text{With Action PCE}}{\text{No Action PCE}}\right)$$

Table 2.10-2 presents the No-Action and With-Action PCE values at the study area intersection. No-Action sound levels are expected to increase by up to 0.1 dBA (morning peak) over the Existing Condition due to traffic from other developments anticipated in the area. The project-related vehicle trips are estimated to cause a sound level increase of 0.3 dBA (morning peak) in the With-Action scenario compared to the No-Action scenario. Since traffic volumes at the intersection are large in the Existing and No-Action Condition, the relatively small project-related vehicle trips would not cause an appreciable difference in sound levels. The proposed project would not result in a doubling of PCEs and noise levels would not increase by 3 dB or greater. Therefore, there would be no significant adverse vehicular noise impact due to the proposed project.

Table 2.10-2 Passenger Car Equivalents Analysis

Intersection	Period	Existing PCEs	No-Action PCEs	Sound Increase (No-Action – Existing) (dBA)	With-Action PCEs	With-Action Sound Increase (With-Action - No-Action (dBA)
Smith Street at Huntington Street	Weekday AM	1,080	1,101	0.1	1,192	0.3

Source**:** VHB, 2019.

Stationary Sources

The proposed project is not anticipated to include any substantial stationary source noise generators, such as unenclosed cooling or ventilation equipment, loudspeaker systems, car washes, or other similar types of uses. The Project is expected to include a contractor yard, retail uses and office space. The existing site is already used intermittently as a contractor yard, a condition that would continue in the No-Action Scenario. As such, incremental noise increases are not expected from the contractor yard in the With-Action Scenario as it would operate similarly to the Existing and No-Action Scenarios. The proposed contractor yard has been located to minimize potential noise effects, as it will be bounded by the proposed building and the subway line.

The design and specifications for the mechanical equipment, such as heating, ventilation, and air conditioning, are not known at this time. As the project design advances, mechanical equipment would be selected that incorporates sufficient noise reduction to comply with applicable noise regulations and standards, including the standards contained in the revised New York City Noise Control Code. This would ensure that mechanical equipment does not result in any significant increases in noise levels by themselves or cumulatively with other project noise sources.

2.10.3 Noise Assessment for New Receptors

With-Action noise conditions at new sensitive receptors that would be introduced by the proposed project are evaluated according to absolute exterior sound level. The noise exposure guidelines for acceptable ambient conditions depend on the type of land use; for office buildings, the goal is to maintain interior noise levels of 50 dBA or lower. With-Action exterior sound levels are evaluated to determine if receptors would be in an acceptable

ambient sound level environment. Exterior ambient sound levels exceeding 70 dBA (L_{10}) at office receptors during the daytime (7 AM to 10 PM) are considered to be Marginally Unacceptable. Exterior sound levels exceeding 80 dBA (L_{10}) are considered Clearly Unacceptable. If there would be Marginally Unacceptable or Clearly Unacceptable ambient noise conditions, there is a need to provide window/wall sound attenuation that is sufficient to reduce interior sound levels to acceptable levels.

Since the proposed project would introduce office space to the development site, the highest L_{10} sound level is used to evaluate whether the proposed project would introduce new receptors into an acceptable noise environment. The analysis presents the results of ambient noise monitoring that was conducted at the development site and the assessment of whether new receptors would be in a high ambient noise environment.

Noise Exposure Guidelines

The *2014 CEQR Technical Manual* provides noise exposure guidelines for assessing ambient noise conditions at new commercial receptors, as shown in **Table 2.10-3**.

Table 2.10-3 Noise Exposure Guidelines for Use in City Environmental Impact Review

Receptor Type	Time Period	Acceptable External Exposure	Marginally Acceptable External Exposure	Marginally Unacceptable External Exposure	Clearly Unacceptable External Exposure
Commercial, or Office	All Times	$L_{10} \leq 65$ dBA	$65 < L_{10} \leq 70$ dBA	$70 < L_{10} \leq 80$ dBA	$L_{10} > 80$ dBA
Residence, Hotel or Motel	7 AM to 10 PM				
Residence. Hotel or Motel	10 PM to 7 AM	$L_{10} \leq 55$ dBA	$55 < L_{10} \leq 70$ dBA	$70 < L_{10} \leq 80$ dBA	$L_{10} > 80$ dBA

Source**:** Table 19-2, 2014 *CEQR Technical Manual.*

Existing Sound Levels

Noise monitoring was conducted at three sites on Wednesday, June 12, 2019 in accordance with the *CEQR Technical Manual* as shown in **Figure 2.10-1**. Noise monitors were placed with a minimum of four feet between the microphone and nearby reflecting surfaces. With subway and roadway activity dominating the overall noise environment, 1-hour noise measurements were conducted during morning peak periods (7 – 9 AM), midday period (12-2 PM) and evening peak period (4 – 6 PM). Measurements were conducted using a Type I sound level meter at ground level. Two measurements were conducted at the ground level at the development site. One ground level measurement (Site 1) was conducted near the subway structure and the other ground level measurement was conducted closer to Huntington Street (Site 2). Additionally, one measurement site (Site 3) was located on the rooftop of 204 Huntington Street. The rooftop measurement is at a similar setback from the elevated train line and is representative of the noise exposure that would be at upper floor receptors of the proposed building.

Figure 2.10-1 Noise Monitoring Locations



Table 2.10-4 summarizes the measurement results. The measured L_{eq} levels ranged from 62.0 dBA to 70.7 dBA and the L_{10} levels ranged between 65.2 and 75.6 dBA.

Table 2.10-4 Ambient Sound Level Measurements

Site	Monitoring Location	Period	Duration	L_{eq}	L_{min}	L_{max}	L_1	L_{10}	L_{50}	L_{90}
1	Location1 (Ground Level)	Morning	1 Hour	67.1	54.5	79.3	77.5	71.9	60.3	57.1
		Midday	1 Hour	66.2	54.5	79.1	76.9	70.6	59.5	56.7
		Evening	1 Hour	67.6	54.8	80.3	77.8	72.8	60.6	57.6
2	Location 2 (Ground Level)	Morning	1 Hour	62.9	53.9	73.4	71.8	66.4	59.4	56.2
		Midday	1 Hour	62.0	52.5	77.2	73.3	65.2	56.8	54.3
		Evening	1 Hour	62.1	50.7	74.1	71.8	66.4	56.6	53.6
3	204 Huntington Street (Roof Level)	Morning	1 Hour	70.7	58.2	83.3	81.6	75.6	63.0	60.0
		Midday	1 Hour	69.2	60.7	82.7	81.4	72.7	63.8	62.1
		Evening	1 Hour	70.6	58.0	83.0	81.5	75.0	62.3	60.1

Source: Measurements conducted by VHB on June 12, 2019.

Acceptability Assessment

The *2014 CEQR Technical Manual* provides noise exposure guidelines for assessing ambient sound levels, as shown in **Table 2.10-3**. Based on these noise exposure guidelines, noise impact has been assessed to determine the level of acceptability for new sensitive receptors at the development site. **Table 2.10-5** summarizes the L_{10} sound levels at each measurement location. The table includes a 0.4 dBA increase (representing Existing to With-Action) in the morning peak period to account for the increase in traffic volumes assessed in **Table 2.10-2**. **Table 2.10-5** indicates whether the With-Action sound levels are considered to be acceptable according to the *2014 CEQR Technical Manual*.

Table 2.10-5 With-Action Sound Level Acceptability

Site	Monitoring Location	Period	L_{10}	Acceptability
1	Location 1 (Ground Level)	Morning[1]	**72.3**	**Marginally Unacceptable**
		Midday	**70.6**	**Marginally Unacceptable**
		Evening	**72.8**	**Marginally Unacceptable**
2	Location 2 (Ground Level)	Morning[1]	66.8	Marginally Acceptable
		Midday	65.2	Marginally Acceptable
		Evening	66.4	Marginally Acceptable
3	204 Huntington Street (Roof Level)	Morning[1]	**76.0**	**Marginally Unacceptable**
		Midday	**72.7**	**Marginally Unacceptable**
		Evening	**75.0**	**Marginally Unacceptable**

Source: VHB, 2019.
[1] Includes 0.4 dBA increase to account for the increase in traffic volumes assessed in Table 2.10-2.

According to the noise exposure guidelines in the *CEQR Technical Manual*, With-Action L_{10} sound levels are Marginally Unacceptable at the development site near the subway and at the rooftop of 204 Huntington Street. The highest sound level was 76.0 dBA during the morning peak period at the rooftop. Sound levels measured at Site 2 were Marginally

Acceptable at all times. Based on the finding of a Marginally Unacceptable sound level, sufficient outdoor-to-indoor sound attenuation of the window/wall must be specified to provide acceptable sound attenuation from the window/wall materials of the proposed development site.

Noise Attenuation Measures

The most common measure for reducing interior noise from ambient sources is to specify sufficient outdoor-to-indoor sound attenuation for the proposed building. As shown in **Table 2.10-6**, the required level of attenuation varies based on the exterior sound levels and type of receptor. Based on a maximum L_{10} sound level of 76.0 dBA, a composite outdoor-to-indoor window/wall sound attenuation of 31 dBA or more is required to obtain acceptable interior noise conditions in residential and community facility spaces, as well as alternate means of ventilation such as well-sealed air conditioners, package-terminal air conditioners, or central air conditioning. Since the project is composed of commercial office spaces, the requirement is 5 dBA less, or 26 dBA.

Table 2.10-6 Required Attenuation Values to Achieve Acceptable Interior Noise Levels

	Marginally Unacceptable				**Clearly Unacceptable**
With-Action Sound Level	$70<L_{10}\leq73$	$73<L_{10}\leq76$	$76<L_{10}\leq78$	$78<L_{10}\leq80$	$80<L_{10}$
Attenuation [A]	(I) 28 dBA	(II) 31 dBA	(III) 33 dBA	(IV) 35 dBA	$36+(L_{10}-80)^{B}$ dBA

Note: [A] The above composite window-wall attenuation values are for residential dwellings and community facility development. Commercial office spaces and meeting rooms would be 5 dBA less in each category. All of the above categories require a closed window situation and hence an alternate means of ventilation.
[B] Required attenuation values increase by 1 dBA increments for L_{10} values greater than 80 dBA.
Source: New York City Department of Environmental Protection (*2014 CEQR Technical Manual*, Table 19-3)

The composite outdoor-to-indoor transmission classification (OITC) value of the window-wall structure is used to determine the necessary sound attenuation. Sound attenuation measures would be achieved through construction materials and techniques with sufficient OITC-rated windows and walls. To implement these attenuation requirements, an (E) Designation for noise would be applied to the proposed development site specifying the appropriate amount of window/wall attenuation and the need for alternate means of ventilation. The text for the (E) Designation would be as follows:

Block 477, Lot 8

In order to ensure an acceptable interior noise environment, future commercial office uses must provide a closed-window condition with a minimum of 26 dBA window/wall attenuation on all facades in order to maintain an interior noise level not greater than 50 dBA for commercial office uses. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, air conditioning.

With this commitment, no significant adverse impacts related to noise are expected and no further analysis is warranted.

2.10.4 Conclusion

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

A mobile source noise analysis was conducted of the potential for the proposed project to cause a significant increase in noise. The analysis showed that the proposed project would increase sound levels by up to 0.3 dBA over the No-Action condition. The proposed project would not result in a doubling of PCEs and noise levels would not increase by 3 dB or greater. Therefore, there would be no significant adverse vehicular noise impact due to the proposed project.

The proposed project is not anticipated to include any substantial stationary source noise generators. Incremental noise increases are not expected from the contractor yard in the With-Action Scenario as it would operate similar to the Existing and No-Action Scenarios. The design and specifications for the building's mechanical equipment would incorporate sufficient noise reduction devices that would comply with applicable noise regulations and standards, including the standards contained in the revised New York City Noise Control Code.

Based on a maximum sound level of 76.0 dBA, a composite outdoor-to-indoor window/wall sound attenuation of 31 dBA or more is required to obtain acceptable interior noise conditions at new buildings of the development site, as well as alternate means of ventilation such as well-sealed air conditioners, package-terminal air conditioners, or central air conditioning. Since the project is composed of commercial office spaces, the requirement is 5 dBA less, or 26 dBA. To implement these attenuation requirements, an (E) Designation for noise would be applied to new buildings on the proposed site.

With this commitment, no significant adverse impacts related to noise are expected and no further analysis is warranted.

Appendix A: WRP

WRP Policy Assessment

Policy 1: Support and facilitate commercial and residential redevelopment in areas well-suited to such development.

Policy 1.1: Encourage commercial and residential redevelopment in appropriate Coastal Zone areas.

Land uses to the west and south of the development site consist of residential, mixed-use, and commercial uses. The proposed project would consist of a 6-story mixed-use building containing retail and office space as well as a contractor yard and shop. Therefore, the proposed project would be compatible with surrounding uses and its design would be consistent with underlying zoning regulations.

Policy 1.2: Encourage non-industrial development with uses and design features that enliven the waterfront and attract the public.

The proposed project would include ground-floor retail and a shore public walkway that would have tables, seating terraces, and landscaping and vegetation. This would result in an improvement over existing conditions at the site, which is currently vacant, and would enliven the existing streetscape and waterfront.

Policy 1.3: Encourage redevelopment in the Coastal Zone where public facilities and infrastructure are adequate or will be developed.

The surrounding area is well-served by public transportation. The development site is located adjacent to the Smith-9th Street subway station which serves the F and G subway trains. In addition, the B57 bus line runs along Smith Street just west of the development site, and the B61 bus line runs just south of the development site along 9th Street. The development site is also located in an area that is served by New York City's sewer and drainage system. Therefore, the proposed project would consist of redevelopment in area where public facilities and infrastructure are adequate.

Policy 1.5: Integrate consideration of climate change and sea level rise into the planning and design of waterfront residential and commercial development, pursuant to WRP Policy 6.2.

See response to WRP Policy 6.2.

Policy 5: Protect and improve water quality in the New York City coastal area.

Policy 5.1: Manage direct or indirect discharges to waterbodies.

The proposed project would not result in an increase in the amount of stormwater being directly discharged to the Gowanus Canal. However, all stormwater from the development site, which is 1.14 acres, would continue to discharge directly to the Gowanus Canal. Since the proposed area discharging directly to the Gowanus Canal is greater than one acre, a Stormwater Pollution Prevention Plan (SWPPP) would be required. According to the *CEQR*

Technical Manual, the SWPPP includes erosion and sedimentation controls and post-construction stormwater best management practices (BMPs). The SWPPP would be submitted to and approved by NYCDEP prior to construction of the proposed project. Further, stormwater from the site would be directed to the spillover terrace being constructed as part of the proposed project's shore public walkway and then, as currently proposed, would go through a hydrodynamic separator before being directly discharged into the Canal. This would limit the amount of stormwater and pollution being discharged into the Gowanus Canal.

Policy 5.2: Protect the quality of New York City's waters by managing activities that generate nonpoint source pollution.

See response to WRP Policy 5.1.

Policy 5.3: Protect water quality when excavating or placing fill in navigable waters and in or near marshes, estuaries, tidal marshes, and wetlands.

See response to WRP Policy 5.1.

Policy 6: Minimize loss of life, structure, infrastructure, and natural resources caused by flooding and erosion, and increase resilience to future conditions created by climate change.

Policy 6.1: Minimze losses from flooding and erosion by employing non-structural and structural management measures appropriate to the site, the use of the property to be protected, and the surrounding area.

See response to WRP Policy 6.2.

Policy 6.2: Integrate consideration of the latest New York City projections of climate change and sea level rise (as published in *New York City Pnale on Climate Change 2015 Report, Chapter 2: Sea Level Rise and Coastal Storms)* into the planning and design of projects in the city's Coastal Zone.

The majority of the development site, particularly the eastern portion, is located within the National Flood Insurance Program's (NFIP) 100-year floodplain, as mapped in the Preliminary Flood Insurance Rate Maps (PFIRM) for Kings County, dated January 30, 2015 (Map Number 3604970211G). The height of the 100-year floodplain is 11 feet NAVD88. A small part of the north and western portions of the development site are located outside the 100-year floodplain but within the 500-year floodplain, which has a height of 9.8 feet.

Based on sea level rise (SLR) estimates from the New York City Panel of Climate Change's 2015 report, Building the Knowledge Base for Climate Resiliency, predicted flood elevations for various SLR scenarios were determined, as depicted in **Table 1**. All SLR calculations are provided in the flood elevation worksheets attached.

Table 1 100-Year Floodplain Elevations with Sea Level Rise

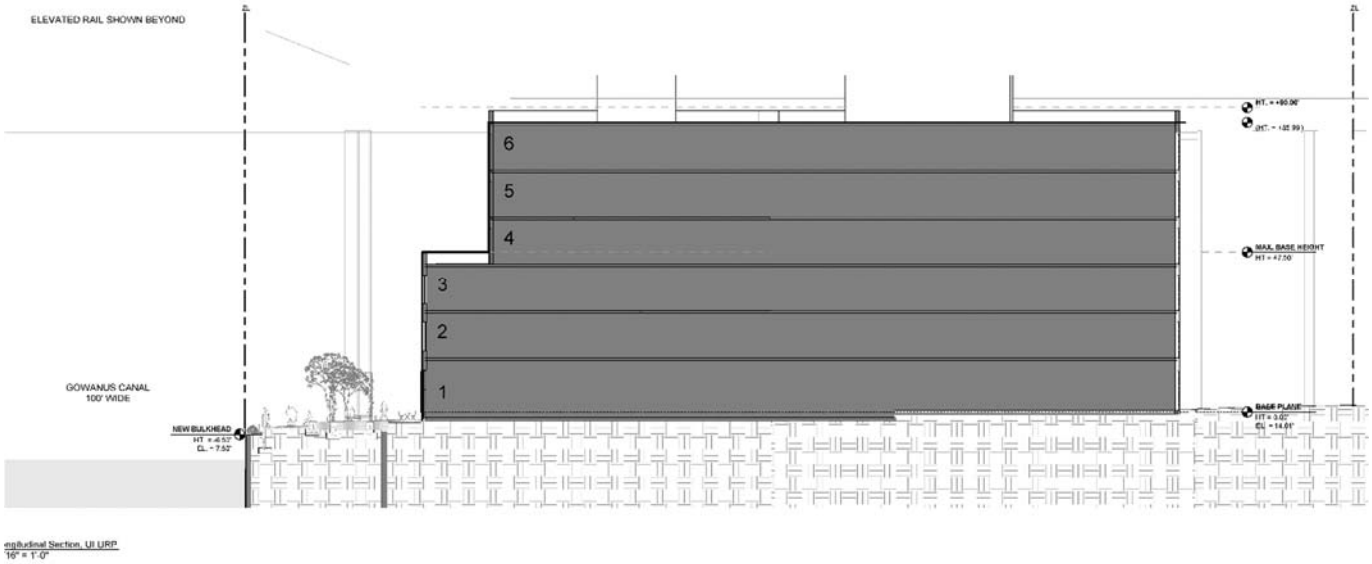
Decade	Low Estimate – 10th percentile (ft)	Mid-Range – 25th to 75th percentile (ft)		High Estimate – 90th percentile (ft)
2020	11.2	11.3	11.7	11.8
2050	11.7	11.9	12.8	13.5
2080	12.1	12.5	14.3	15.8
2100	12.3	12.8	15.2	17.3

The lowest floor elevation of the proposed project, which consists of retail space, the office lobby, and contractor shop, would be constructed at an elevation of approximately 12.6 feet NAVD 88, which is 1.6 feet above the 100-year flood height (See **Figure 1**). For example, as shown in the Flood Evaluation Worksheet, in a 100-year flood occurring with the sea level rise that is projected for the 2050's (an additional .67-2.5 feet) the water level would rise 13.5 feet NAVD 88. In this scenario, the retail and office space would be about .9 feet underwater. This means that in the future, there could be potential damage to paving materials and plantings, interruption to public access of the waterfront area, flood damage to the property and vehicles parked on the property, damage to the building structure, or potentially increased flood insurance costs.

The New York City Building Code requires 1 foot of freeboard for most building types except for one- to two-family homes, essential facilities, and hospitals. In this case, the required design flood elevation would be 12 feet. The grade and first floor level of the building would, therefore, be elevated above the design flood elevation. In addition, electrical switchgear and other critical equipment would be further elevated on equipment pads for addition protection. The proposed project would also include a shore public walkway, constructed at an elevation of 10.9 feet NAVD 88. The materials and planting within the waterfront would be selected for durability and flood tolerance. All landscaped areas would be planted with flood-tolerant species, and areas located closer to the shoreline would be selected for their greater tolerance to salinity. In addition to absorptive planting beds, the proposed shore public walkway would have a stormwater spillover terrace. As such, the proposed project would be consistent with this policy.

The proposed building is anticipated to have a lifespan of about 50 years (around 2073), when adaptive reuse in the form of major rehabilitation or reconstruction would be required. If retrofits of vulnerable elements of the buildings are required prior to the 2070's, there are some adaptive strategies that can be undertaken. Measures to adapt and protect the site would rely on the implementation of best practices and technology available at that time. These may include but not limited to structural changes such as dry flood-proofing the ground floor areas, considering the implementation of a passive barrier strategy to protect vulnerable features, and incorporating marine glass into the lower level facades. Operational changes may include moving vulnerable uses to a higher elevation.

Figure 1: Proposed Building Elevations



Policy 7: Minimize environmental degradation and negative impacts on public health from solid waste, toxic pollutants, hazardous materials, and industrial materials that may pose risks to the environment and public health safety.

Policy 7.1: Manage solid waste material, hazardous wastes, toxic pollutants, substances hazardous to the environment, and the unenclosed storage of industrial materials to protect public health, control pollution and prevent degradation of coastal systems.

See response to Policy 7.3.

Policy 7.3: Transport solid waste and hazardous materials and site solid and hazardous waste facilities in a manner that minimizes potential degradation of coastal resources.

Historical use of the development site included a contractor's yard with concrete mixing plant equipment from as early as 1915, an automobile house with gasoline tank from as early as 1938 until at least 1950, and a blacksmith from as early as 1938 until at least 1969. In addition, the development site is adjacent to a former Manufactured Gas Plant site and historical uses of other adjoining and surrounding properties include various industrial, manufacturing, and commercial uses since at least 1886 that may have contained hazardous substances. Because of these reasons, there is potential for the development site to contain hazardous wastes. Prior to development, however, the applicant would be required to ensure that additional subsurface testing and mitigation would be provided as necessary. To preclude the potential for significant adverse impacts related to hazardous materials, an (E) designation would be incorporated into the rezoning for the development site (Block 477, Lot 8). With the placement of an (E) designation, further hazardous materials assessments would be directed through the New York City Office of Environmental Remediation (OER).

The proposed project would involve ground and soil disturbance during construction. Any potential soils or fill materials generated during construction would be properly handled, transported and disposed off-site at an appropriate facility in accordance with applicable regulations and with appropriate waste manifest. Furthermore, regulatory agency (NYCDEP) requirements will also be followed to manage any potential contaminated media encountered that would require remedial action during construction.

Any potential impacts relating to hazardous materials would be identified and investigated prior to subsurface disturbance as required by an (E) designation for hazardous materials. Any potential remedial action that may be required would also be administered as part of the (E) designation protocol under the regulatory oversight of OER. In order to reduce the potential for exposure to future site occupants, during and following construction, regulatory requirements pertaining to ACM, LBP, PCBs and chemical use and storage would be followed. With the implementation of these measures, no significant adverse impacts related to hazardous materials would result from the proposed actions.

Policy 8: Provide public access to, from, and along New York City's coastal waters.

Policy 8.1: Preserve, protect, maintain, and enhance physical, visual, and recreational access to the waterfront.

The development site is located adjacent to the Gowanus Canal. The proposed project would include a shore public walkway that would have seating, tables, and landscaping and vegetation. The shore public walkway would allow public access to the waterfront, which does not exist in in existing conditions, and would enhance the physical and visual appearance of the waterfront.

Policy 8.2: Incorporate public access into new public and private development where compatible with proposed land use and coastal location.

The proposed project would consist of ground-floor retail fronting the shore public walkway. The proposed actions would allow for continuity of social spaces, both inside and outside of the WPAA, and would provide a visual connection to the Gowanus and the shore public walkway.

Policy 8.3: Provide visual access to the waterfront where physical practical.

See response to Policy 8.2.

NYC Waterfront Revitalization Program - Policy 6.2 Flood Elevation Workhsheet

COMPLETE INSTRUCTIONS ON HOW TO USE THIS WORKSHEET ARE PROVIDED IN THE "CLIMATE CHANGE ADAPTATION GUIDANCE" DOCUMENT AVAILABLE AT www.nyc.gov/wrp

Enter information about the project and site in highlighted cells in Tabs 1-3. HighTab 4 contains primary results. Tab 5, "Future Flood Level Projections" contains background computations. The remaining tabs contain additional results, to be used as relevant.Non-highlighted cells have been locked.

Background Information	
Project Name	300 Huntington Street
Location	Brooklyn
Type(s)	☑ Residential, Commercial, Community Facility ☑ Parkland, Open Space, and Natural Areas ☐ Tidal Wetland Restoration ☐ Critical Infrastructure or Facility ☑ Industrial Uses ☐ Over-water Structures ☐ Shoreline Structures ☐ Transportation ☐ Wastewater Treatment/Drainage ☐ Coastal Protection
Description	The applicant, 300 Huntington LLC, is requesting a Zoning Map Amendment to rezone the Project Area from an M2-1 to an M2-3 district and several zoning authorizations related to design and planting requirements to facilitate the development of a 6-story building, which would include office space, ground-level retail space, and a contractor shop and yard. The proposed project would also seek a zoning certification for a Waterfront Public Access Area to incorporate an approximately 7,548-square-foot shore public walkway along the portion of the building fronting the Gowanus Canal.
Planned Completion date	2023

The New York City Waterfront Revitalization Program Climate Change Adaptation Guidance document was developed by the NYC Department of City Planning. It is a guidance document only and is not intended to serve as a substitute for actual regulations. The City disclaims any liability for errors that may be contained herein and shall not be responsible for any damages, consequential or actual, arising out of or in connection with the use of this information. The City reserves the right to update or correct information in this guidance document at any time and without notice.

For technical assistance on using this worksheet, email wrp@planning.nyc.gov, using the message subject "Policy 6.2 Worksheet Error."

Last update: June 7, 2017

Establish current tidal and flood heights.

	FT (NAVD88)	Feet	Datum	Source
MHHW	2.28	**5.05**	**MLLW**	
1% flood height	11.00	**11.00**	**NAVD88**	
As relevant:				
0.2% flood height	9.80	9.80	**NAVD88**	
MHW	1.96	4.73	**MLLW**	
MSL	-0.20	2.57	**MLLW**	
MLLW	-2.77	0.00	**MLLW**	

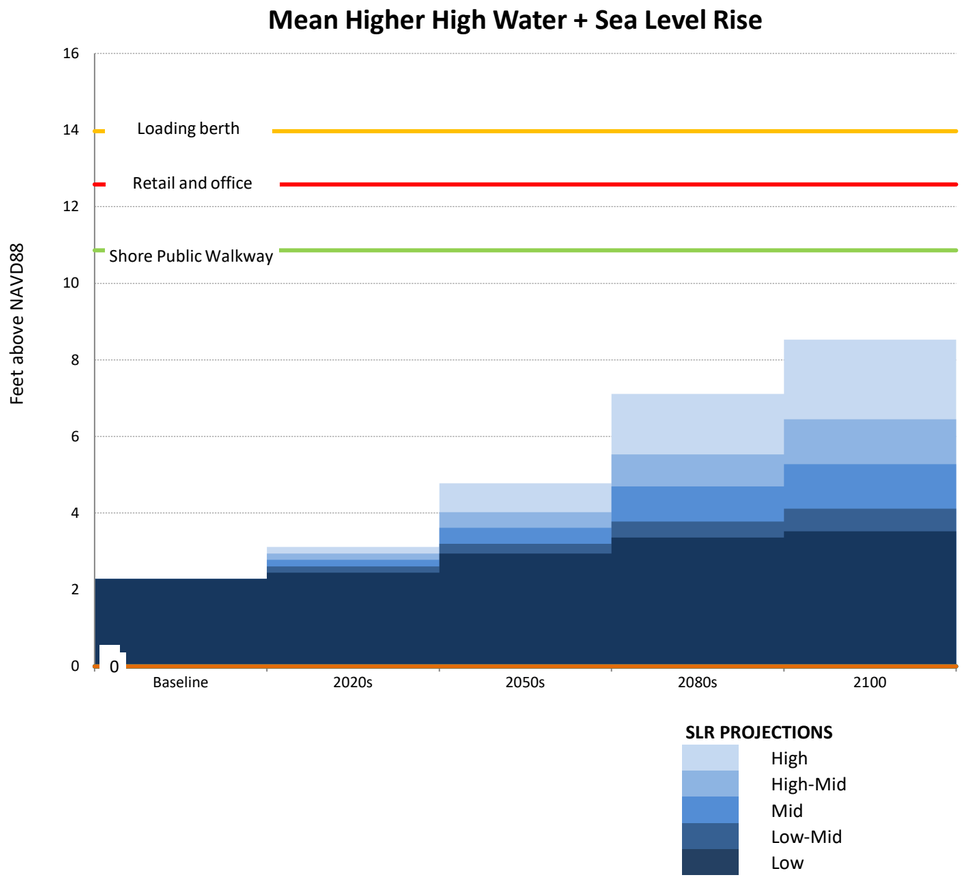
Data will be converted based on the following datums:

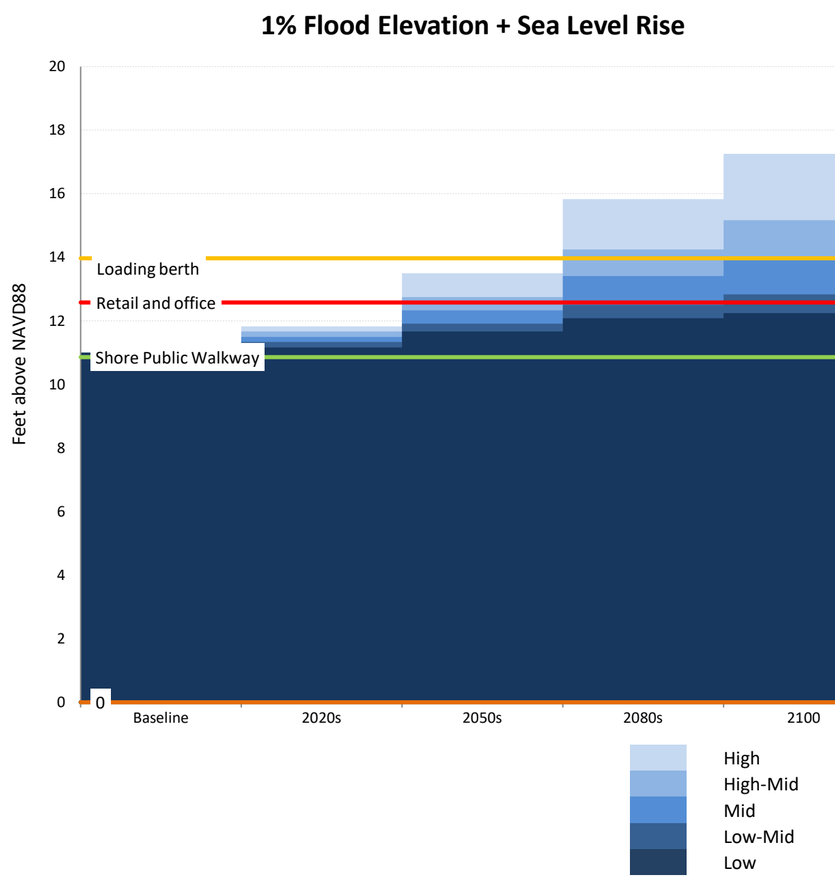
Datum	FT (NAVD88)
NAVD88	*0.00*
NGVD29	*-1.10*
Manhattan Datum	*1.65*
Bronx Datum	*1.51*
Brooklyn Datum (Sewer)	*0.61*
Brooklyn Datum (Highway)	*1.45*
Queens Datum	*1.63*
Richmond Datum	*2.09*
Station	The Battery
MLLW	-2.77

Describe key physical features of the project.

Feature *(enter name)*	Feature Category	Lifespan	Elevation	Units	Datum	Ft	Ft Above NAVD88	Ft Above MHHW	Ft Above 1% flood height	Ft Above 0.2% flood height
Retail and office	☑ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other	75	12.6	Feet	NAVD88	*12.6*	*12.6*	*10.3*	*1.6*	*2.8*
Lowest Floor elevation of retail space, office lobby, and contractor shop										
Loading berth	☑ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other	75	14.0	Feet	NAVD88	*14.0*	*14.0*	*11.7*	*3.0*	*4.2*
enclosed laoding berth/storage										
Shore Public Walkway	☑ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other	75	10.9	Feet	NAVD88	*10.9*	*10.9*	*8.6*	*-0.1*	*1.1*
tables, seating, planting										
	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88					
Description of Planned Uses and Materials										
	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88					
Description of Planned Uses and Materials										
	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88					
Description of Planned Uses and Materials										
	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88					
Description of Planned Uses and Materials										
	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88					
Description of Planned Uses and Materials										
	☐ Vulnerable ☐ Critical ☑ Potentially Hazardous ☐ Other			Feet	NAVD88					
Description of Planned Uses and Materials										

Assess project vulnerability over a range of sea level rise projections.





	SLR (ft)					
	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**	
Baseline	0.00	0.00	0.00	0.00	0.00	**2014**
2020s	0.17	0.33	0.50	0.67	0.83	**2020s**
2050s	0.67	0.92	1.33	1.75	2.50	**2050s**
2080s	1.08	1.50	2.42	3.25	4.83	**2080s**
2100	1.25	1.83	3.00	4.17	6.25	**2100**

	MHHW+SLR (ft above NAVD88)					
	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**	
Baseline	2.28	2.28	2.28	2.28	2.28	**Baseline**
2020s	2.45	2.61	2.78	2.95	3.11	**2020s**
2050s	2.95	3.20	3.61	4.03	4.78	**2050s**
2080s	3.36	3.78	4.70	5.53	7.11	**2080s**
2100	3.53	4.11	5.28	6.45	8.53	**2100**

	1%+SLR (ft above NAVD88)					
	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**	
Baseline	11.00	11.00	11.00	11.00	11.00	**Baseline**
2020s	11.17	11.33	11.50	11.67	11.83	**2020s**
2050s	11.67	11.92	12.33	12.75	13.50	**2050s**
2080s	12.08	12.50	13.42	14.25	15.83	**2080s**
2100	12.25	12.83	14.00	15.17	17.25	**2100**

	0.2%+SLR (ft above NAVD88)				
	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**
Baseline	9.80	9.80	9.80	9.80	9.80
2020s	9.97	10.13	10.30	10.47	10.63
2050s	10.47	10.72	11.13	11.55	12.30
2080s	10.88	11.30	12.22	13.05	14.63
2100	11.05	11.63	12.80	13.97	16.05

	0	1
Retail and office	13	12.58
Loading berth	14	13.97
Shore Public Walkway	10.86	10.86
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0

SLR (in)

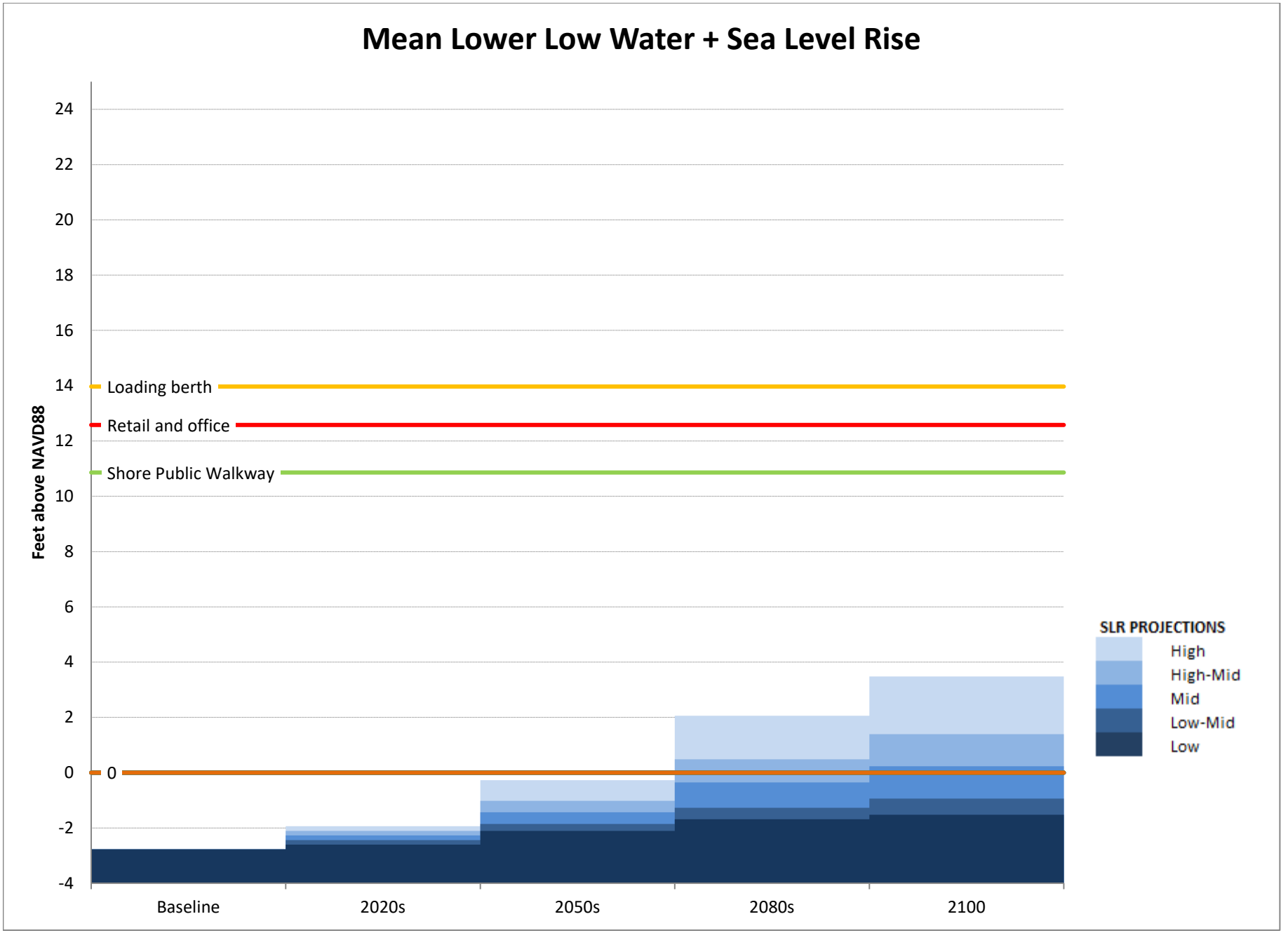
Low	Low-Mid	Mid	High-Mid	High
0	0	0	0	0
2	4	6	8	10
8	11	16	21	30
13	18	29	39	58
15	22	36	50	75

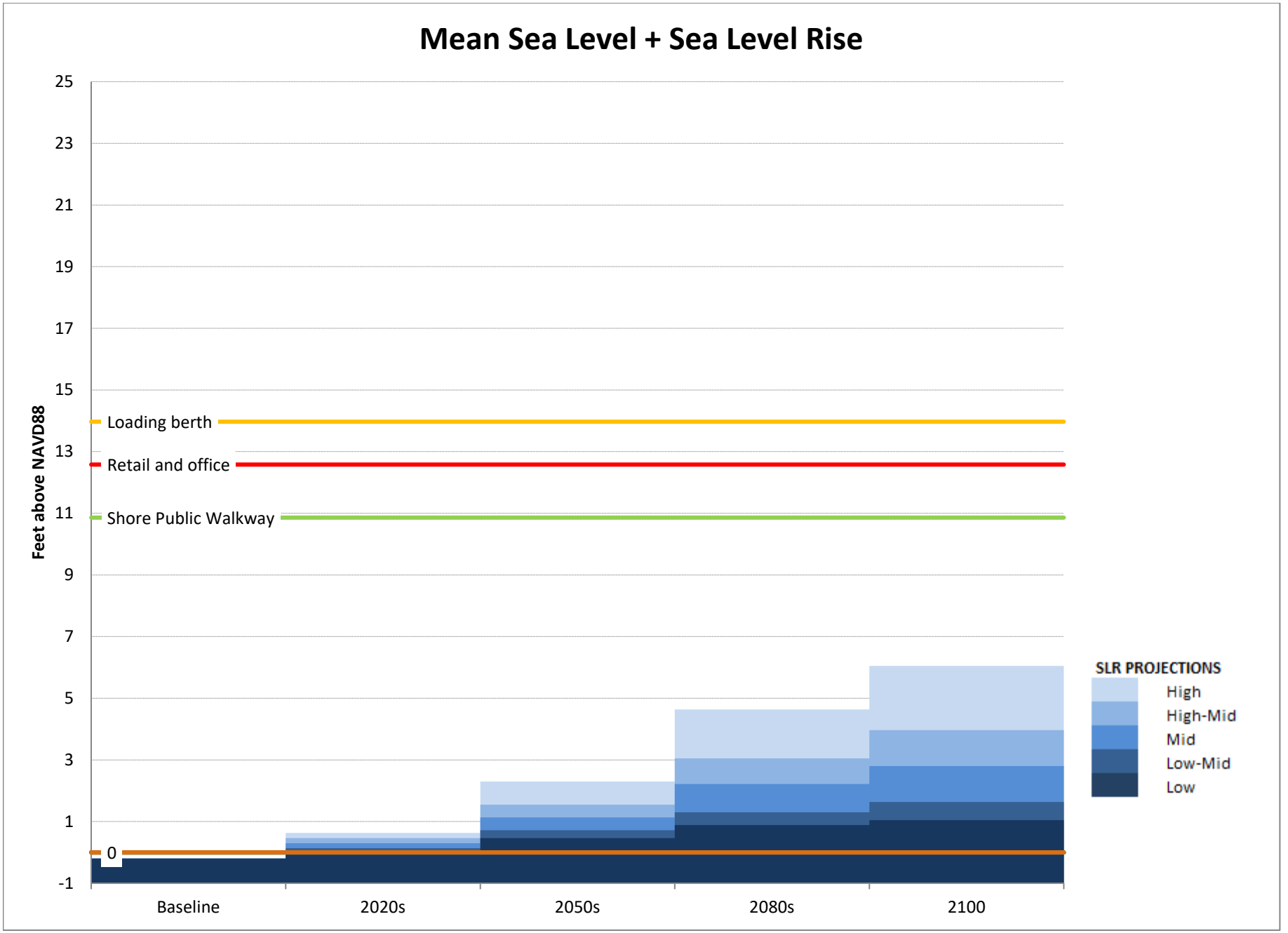
MLLW+SLR (ft above NAVD88)

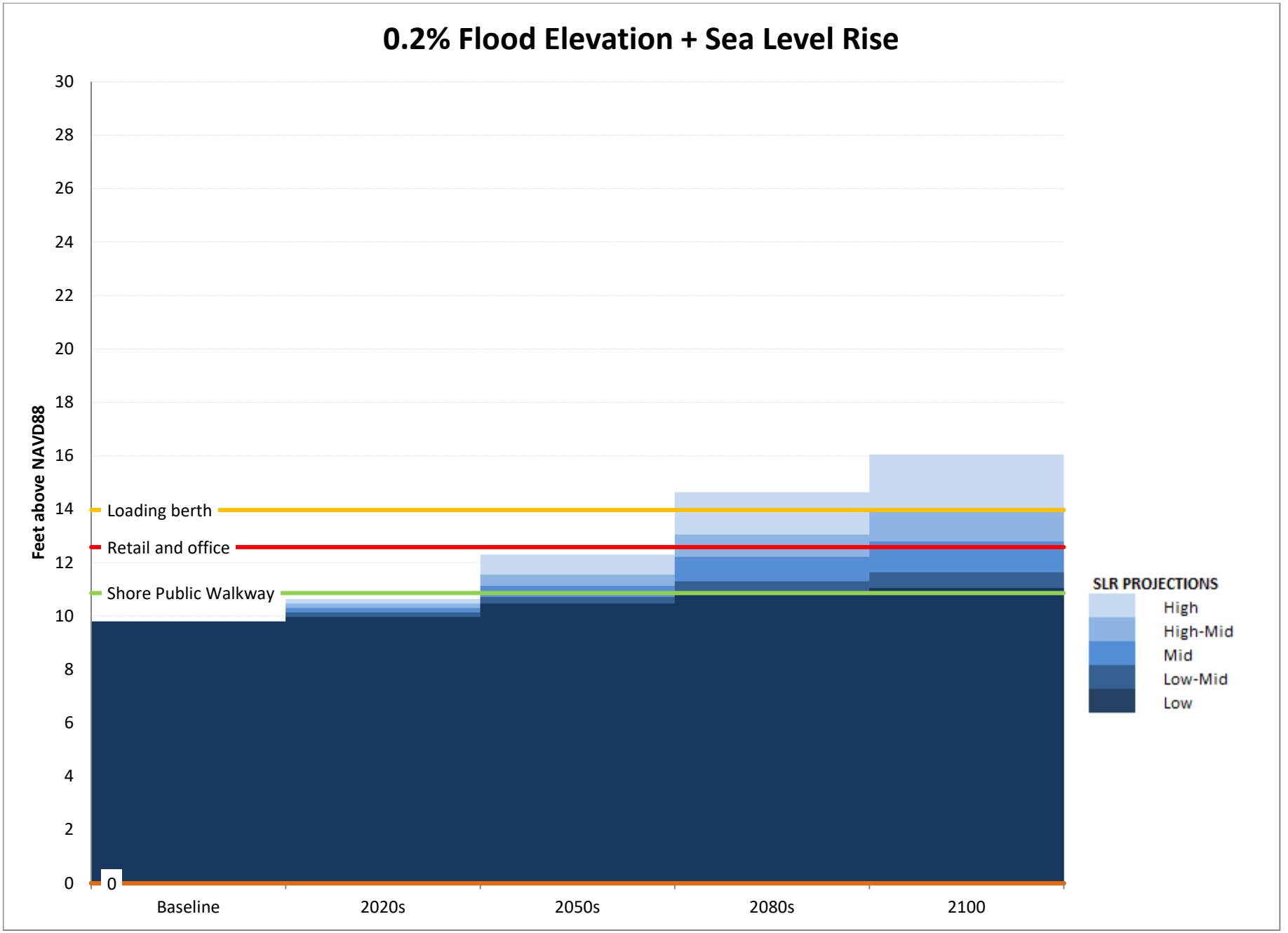
Low	Low-Mid	Mid	High-Mid	High
-2.77	-2.77	-2.77	-2.77	-2.77
-2.60	-2.44	-2.27	-2.10	-1.94
-2.10	-1.85	-1.44	-1.02	-0.27
-1.69	-1.27	-0.35	0.48	2.06
-1.52	-0.94	0.23	1.40	3.48

MSL+SLR (ft above NAVD88)

Low	Low-Mid	Mid	High-Mid	High
-0.20	-0.20	-0.20	-0.20	-0.20
-0.03	0.13	0.30	0.47	0.63
0.47	0.72	1.13	1.55	2.30
0.88	1.30	2.22	3.05	4.63
1.05	1.63	2.80	3.97	6.05


Mean Lower Low Water + Sea Level Rise
Feet above NAVD88
24
22
20
18
16
14
12
10
8
6
4
2
0
-2
-4
Loading berth
Retail and office
Shore Public Walkway
0
Baseline
2020s
2050s
2080s
2100
SLR PROJECTIONS
High
High-Mid
Mid
Low-Mid
Low


Mean Sea Level + Sea Level Rise
Feet above NAVD88
25
23
21
19
17
15
13
11
9
7
5
3
1
-1
Loading berth
Retail and office
Shore Public Walkway
0
Baseline
2020s
2050s
2080s
2100
SLR PROJECTIONS
High
High-Mid
Mid
Low-Mid
Low


0.2% Flood Elevation + Sea Level Rise
Feet above NAVD88
30
28
26
24
22
20
18
16
14
12
10
8
6
4
2
0
Loading berth
Retail and office
Shore Public Walkway
0
Baseline
2020s
2050s
2080s
2100
SLR PROJECTIONS
High
High-Mid
Mid
Low-Mid
Low

FOR INTERNAL USE ONLY	WRP No. WRP #18-130
Date Received: _____	DOS No. _____

NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM
Consistency Assessment Form

Proposed actions that are subject to CEQR, ULURP or other local, state or federal discretionary review procedures, and that are within New York City's Coastal Zone, must be reviewed and assessed for their consistency with the *New York City Waterfront Revitalization Program (WRP)* which has been approved as part of the State's Coastal Management Program.

This form is intended to assist an applicant in certifying that the proposed activity is consistent with the WRP. It should be completed when the local, state, or federal application is prepared. The completed form and accompanying information will be used by the New York State Department of State, the New York City Department of City Planning, or other city or state agencies in their review of the applicant's certification of consistency.

A. APPLICANT INFORMATION

Name of Applicant: 300 Huntington Street LLC

Name of Applicant Representative: Zach Longmore

Address: 155 3rd Street, Brooklyn, New York 11231

Telephone: 718-576-3701 Email: zlongmore@monadnockdevelopment.com

Project site owner (if different than above): _____

B. PROPOSED ACTIVITY

If more space is needed, include as an attachment.

1. Brief description of activity

The applicant, 300 Huntington LLC, is requesting a Zoning Map Amendment to rezone the Project Area from an M2-1 to an M2-3 district and several zoning authorizations related to design and planting requirements to facilitate the development of a 6-story building, which would include office space, ground-level retail space, and a contractor shop and yard. Tha applicant is also requesting a zoning certification for a Waterfront Public Access Area (WPAA) to facilitate an approximately 7,548-square-foot shore public walkway along the portion of the building fronting the Gowanus Canal.

2. Purpose of activity

The requested Zoning Map Change, Certification, and Authorizations will allow the construction of vital manufacturing and commercial uses, along with the activation of the waterfront area, in an underutilized area of the Gowanus neighborhood. Furthermore, the M2-3 zoning district will encourage job-generating development within the Project Area. The proposed Waterfront Public Access Area will provide a unique and valuable public amenity that also effectuates the goals of the Gowanus Study.

C. PROJECT LOCATION

Borough: Brooklyn Tax Block/Lot(s): Block 477, Lot 8

Street Address: 300 Huntington Street

Name of water body (if located on the waterfront): Gowanus Canal

D. REQUIRED ACTIONS OR APPROVALS

Check all that apply.

City Actions/Approvals/Funding

City Planning Commission ☑ Yes ☐ No

- ☐ City Map Amendment
- ☑ Zoning Map Amendment
- ☐ Zoning Text Amendment
- ☐ Site Selection – Public Facility
- ☐ Housing Plan & Project
- ☐ Special Permit
  (if appropriate, specify type: ☐ Modification ☐ Renewal ☐ other) Expiration Date: _____
- ☑ Zoning Certification
- ☑ Zoning Authorizations
- ☐ Acquisition – Real Property
- ☐ Disposition – Real Property
- ☐ Other, explain: _____
- ☐ Concession
- ☐ UDAAP
- ☐ Revocable Consent
- ☐ Franchise

Board of Standards and Appeals ☐ Yes ☑ No

- ☐ Variance (use)
- ☐ Variance (bulk)
- ☐ Special Permit
  (if appropriate, specify type: ☐ Modification ☐ Renewal ☐ other) Expiration Date: _____

Other City Approvals

- ☐ Legislation
- ☐ Rulemaking
- ☐ Construction of Public Facilities
- ☐ 384 (b) (4) Approval
- ☑ Other, explain: Water and Sewer Infrastructure
- ☐ Funding for Construction, specify: _____
- ☐ Policy or Plan, specify: _____
- ☐ Funding of Program, specify: _____
- ☐ Permits, specify: _____

State Actions/Approvals/Funding

- ☐ State permit or license, specify Agency: _____ Permit type and number: _____
- ☐ Funding for Construction, specify: _____
- ☐ Funding of a Program, specify: _____
- ☐ Other, explain: _____

Federal Actions/Approvals/Funding

- ☐ Federal permit or license, specify Agency: _____ Permit type and number: _____
- ☐ Funding for Construction, specify: _____
- ☐ Funding of a Program, specify: _____
- ☐ Other, explain: _____

Is this being reviewed in conjunction with a Joint Application for Permits? ☐ Yes ☑ No

E. LOCATION QUESTIONS

1. Does the project require a waterfront site? ☑ Yes ☐ No
2. Would the action result in a physical alteration to a waterfront site, including land along the shoreline, land under water or coastal waters? ☑ Yes ☐ No
3. Is the project located on publicly owned land or receiving public assistance? ☐ Yes ☑ No
4. Is the project located within a FEMA 1% annual chance floodplain? *(6.2)* ☑ Yes ☐ No
5. Is the project located within a FEMA 0.2% annual chance floodplain? *(6.2)* ☑ Yes ☐ No
6. Is the project located adjacent to or within a special area designation? *See Maps – Part III of the NYC WRP. If so, check appropriate boxes below and evaluate policies noted in parentheses as part of WRP Policy Assessment (Section F).* ☐ Yes ☑ No

   ☐ Significant Maritime and Industrial Area (SMIA) (*2.1*)

   ☐ Special Natural Waterfront Area (SNWA) (*4.1*)

   ☐ Priority Maritime Activity Zone (PMAZ) (*3.5*)

   ☐ Recognized Ecological Complex (REC) (*4.4*)

   ☐ West Shore Ecologically Sensitive Maritime and Industrial Area (ESMIA) (*2.2, 4.2*)

F. WRP POLICY ASSESSMENT

Review the project or action for consistency with the WRP policies. For each policy, check Promote, Hinder *or* Not Applicable (N/A). *For more information about consistency review process and determination, see* ***Part I*** *of the NYC Waterfront Revitalization Program. When assessing each policy, review the full policy language, including all sub-policies, contained within* ***Part II*** *of the WRP. The relevance of each applicable policy may vary depending upon the project type and where it is located (i.e. if it is located within one of the special area designations).*

For those policies checked Promote *or* Hinder, *provide a written statement on a separate page that assesses the effects of the proposed activity on the relevant policies or standards. If the project or action promotes a policy, explain how the action would be consistent with the goals of the policy. If it hinders a policy, consideration should be given toward any practical means of altering or modifying the project to eliminate the hindrance. Policies that would be advanced by the project should be balanced against those that would be hindered by the project. If reasonable modifications to eliminate the hindrance are not possible, consideration should be given as to whether the hindrance is of such a degree as to be substantial, and if so, those adverse effects should be mitigated to the extent practicable.*

		Promote	Hinder	N/A
1	**Support and facilitate commercial and residential redevelopment in areas well-suited to such development.**	☑	☐	☐
1.1	Encourage commercial and residential redevelopment in appropriate Coastal Zone areas.	☑	☐	☐
1.2	Encourage non-industrial development with uses and design features that enliven the waterfront and attract the public.	☑	☐	☐
1.3	Encourage redevelopment in the Coastal Zone where public facilities and infrastructure are adequate or will be developed.	☑	☐	☐
1.4	In areas adjacent to SMIAs, ensure new residential development maximizes compatibility with existing adjacent maritime and industrial uses.	☐	☐	☑
1.5	Integrate consideration of climate change and sea level rise into the planning and design of waterfront residential and commercial development, pursuant to WRP Policy 6.2.	☑	☐	☐

		Promote	Hinder	N/A
2	**Support water-dependent and industrial uses in New York City coastal areas that are well-suited to their continued operation.**	☐	☐	☑
2.1	Promote water-dependent and industrial uses in Significant Maritime and Industrial Areas.	☐	☐	☑
2.2	Encourage a compatible relationship between working waterfront uses, upland development and natural resources within the Ecologically Sensitive Maritime and Industrial Area.	☐	☐	☑
2.3	Encourage working waterfront uses at appropriate sites outside the Significant Maritime and Industrial Areas or Ecologically Sensitive Maritime Industrial Area.	☐	☐	☑
2.4	Provide infrastructure improvements necessary to support working waterfront uses.	☐	☐	☑
2.5	Incorporate consideration of climate change and sea level rise into the planning and design of waterfront industrial development and infrastructure, pursuant to WRP Policy 6.2.	☐	☐	☑
3	**Promote use of New York City's waterways for commercial and recreational boating and water-dependent transportation.**	☐	☐	☑
3.1.	Support and encourage in-water recreational activities in suitable locations.	☐	☐	☑
3.2	Support and encourage recreational, educational and commercial boating in New York City's maritime centers.	☐	☐	☑
3.3	Minimize conflicts between recreational boating and commercial ship operations.	☐	☐	☑
3.4	Minimize impact of commercial and recreational boating activities on the aquatic environment and surrounding land and water uses.	☐	☐	☑
3.5	In Priority Marine Activity Zones, support the ongoing maintenance of maritime infrastructure for water-dependent uses.	☐	☐	☑
4	**Protect and restore the quality and function of ecological systems within the New York City coastal area.**	☐	☐	☑
4.1	Protect and restore the ecological quality and component habitats and resources within the Special Natural Waterfront Areas.	☐	☐	☑
4.2	Protect and restore the ecological quality and component habitats and resources within the Ecologically Sensitive Maritime and Industrial Area.	☐	☐	☑
4.3	Protect designated Significant Coastal Fish and Wildlife Habitats.	☐	☐	☑
4.4	Identify, remediate and restore ecological functions within Recognized Ecological Complexes.	☐	☐	☑
4.5	Protect and restore tidal and freshwater wetlands.	☐	☐	☑
4.6	In addition to wetlands, seek opportunities to create a mosaic of habitats with high ecological value and function that provide environmental and societal benefits. Restoration should strive to incorporate multiple habitat characteristics to achieve the greatest ecological benefit at a single location.	☐	☐	☑
4.7	Protect vulnerable plant, fish and wildlife species, and rare ecological communities. Design and develop land and water uses to maximize their integration or compatibility with the identified ecological community.	☐	☐	☑
4.8	Maintain and protect living aquatic resources.	☐	☐	☑

		Promote	Hinder	N/A
5	**Protect and improve water quality in the New York City coastal area.**	☑	☐	☐
5.1	Manage direct or indirect discharges to waterbodies.	☑	☐	☐
5.2	Protect the quality of New York City's waters by managing activities that generate nonpoint source pollution.	☑	☐	☐
5.3	Protect water quality when excavating or placing fill in navigable waters and in or near marshes, estuaries, tidal marshes, and wetlands.	☑	☐	☐
5.4	Protect the quality and quantity of groundwater, streams, and the sources of water for wetlands.	☐	☐	☑
5.5	Protect and improve water quality through cost-effective grey-infrastructure and in-water ecological strategies.	☐	☐	☑
6	**Minimize loss of life, structures, infrastructure, and natural resources caused by flooding and erosion, and increase resilience to future conditions created by climate change.**	☑	☐	☐
6.1	Minimize losses from flooding and erosion by employing non-structural and structural management measures appropriate to the site, the use of the property to be protected, and the surrounding area.	☑	☐	☐
6.2	Integrate consideration of the latest New York City projections of climate change and sea level rise (as published in *New York City Panel on Climate Change 2015 Report, Chapter 2: Sea Level Rise and Coastal Storms*) into the planning and design of projects in the city's Coastal Zone.	☑	☐	☐
6.3	Direct public funding for flood prevention or erosion control measures to those locations where the investment will yield significant public benefit.	☐	☐	☑
6.4	Protect and preserve non-renewable sources of sand for beach nourishment.	☐	☐	☑
7	**Minimize environmental degradation and negative impacts on public health from solid waste, toxic pollutants, hazardous materials, and industrial materials that may pose risks to the environment and public health and safety.**	☑	☐	☐
7.1	Manage solid waste material, hazardous wastes, toxic pollutants, substances hazardous to the environment, and the unenclosed storage of industrial materials to protect public health, control pollution and prevent degradation of coastal ecosystems.	☑	☐	☐
7.2	Prevent and remediate discharge of petroleum products.	☐	☐	☑
7.3	Transport solid waste and hazardous materials and site solid and hazardous waste facilities in a manner that minimizes potential degradation of coastal resources.	☑	☐	☐
8	**Provide public access to, from, and along New York City's coastal waters.**	☑	☐	☐
8.1	Preserve, protect, maintain, and enhance physical, visual and recreational access to the waterfront.	☑	☐	☐
8.2	Incorporate public access into new public and private development where compatible with proposed land use and coastal location.	☑	☐	☐
8.3	Provide visual access to the waterfront where physically practical.	☑	☐	☐
8.4	Preserve and develop waterfront open space and recreation on publicly owned land at suitable locations.	☐	☐	☑

		Promote	Hinder	N/A
8.5	Preserve the public interest in and use of lands and waters held in public trust by the State and City.	☐	☐	☑
8.6	Design waterfront public spaces to encourage the waterfront's identity and encourage stewardship.	☑	☐	☐
9	**Protect scenic resources that contribute to the visual quality of the New York City coastal area.**	☐	☐	☑
9.1	Protect and improve visual quality associated with New York City's urban context and the historic and working waterfront.	☐	☐	☑
9.2	Protect and enhance scenic values associated with natural resources.	☐	☐	☑
10	**Protect, preserve, and enhance resources significant to the historical, archaeological, architectural, and cultural legacy of the New York City coastal area.**	☐	☐	☑
10.1	Retain and preserve historic resources, and enhance resources significant to the coastal culture of New York City.	☐	☐	☑
10.2	Protect and preserve archaeological resources and artifacts.	☐	☐	☑

G. CERTIFICATION

The applicant or agent must certify that the proposed activity is consistent with New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program. If this certification cannot be made, the proposed activity shall not be undertaken. If this certification can be made, complete this Section.

"The proposed activity complies with New York State's approved Coastal Management Program as expressed in New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program, and will be conducted in a manner consistent with such program."

Applicant/Agent's Name: Alex Moscovitz

Address: One Penn Plaza, 7th Floor

Telephone: 2128577317 Email: amoscovitz@vhb.com

Applicant/Agent's Signature: Alex Moscovitz

Date: 2/26/2020

Submission Requirements

For all actions requiring City Planning Commission approval, materials should be submitted to the Department of City Planning.

For local actions not requiring City Planning Commission review, the applicant or agent shall submit materials to the Lead Agency responsible for environmental review. A copy should also be sent to the Department of City Planning.

For State actions or funding, the Lead Agency responsible for environmental review should transmit its WRP consistency assessment to the Department of City Planning.

For Federal direct actions, funding, or permits applications, including Joint Applicants for Permits, the applicant or agent shall also submit a copy of this completed form along with his/her application to the NYS Department of State Office of Planning and Development and other relevant state and federal agencies. A copy of the application should be provided to the NYC Department of City Planning.

The Department of City Planning is also available for consultation and advisement regarding WRP consistency procedural matters.

New York City Department of City Planning
Waterfront and Open Space Division
120 Broadway, 31st Floor
New York, New York 10271
212-720-3696
wrp@planning.nyc.gov
www.nyc.gov/wrp

New York State Department of State
Office of Planning and Development
Suite 1010
One Commerce Place, 99 Washington Avenue
Albany, New York 12231-0001
518-474-6000
www.dos.ny.gov/opd/programs/consistency

Applicant Checklist

- ☐ Copy of original signed NYC Consistency Assessment Form
- ☐ Attachment with consistency assessment statements for all relevant policies
- ☐ For Joint Applications for Permits, one (1) copy of the complete application package
- ☐ Environmental Review documents
- ☐ Drawings (plans, sections, elevations), surveys, photographs, maps, or other information or materials which would support the certification of consistency and are not included in other documents submitted. All drawings should be clearly labeled and at a scale that is legible.
- ☐ Policy 6.2 Flood Elevation worksheet, if applicable. For guidance on applicability, refer to the WRP Policy 6.2 Guidance document available at www.nyc.gov/wrp

NYC Landmarks Preservation Commission

1 Centre Street
9th Floor North
New York, NY 10007

Voice (212)-669-7700
Fax (212)-669-7960
http://nyc.gov/landmarks

ENVIRONMENTAL REVIEW

Project number: LA-CEQR-K (DEPARTMENT OF CITY PLANNING)
Project: 300 HUNTINGTON STREET
Address: 230 HUNTINGTON STREET BBL: 3004770008
Date Received: 7/16/2019

[X**] No architectural significance**

[] No archaeological significance

[ ] Designated New York City Landmark or Within Designated Historic District

[ ] Listed on National Register of Historic Places

[ ] Appears to be eligible for National Register Listing and/or New York City Landmark Designation

[X**] May be archaeologically significant; requesting additional materials**

Comments:
LPC review of archaeological sensitivity models and historic maps indicates that there is potential for the recovery of remains from 19th Century occupation on the project site. Assessment and analysis of project site bulkhead is needed to determine if 19th century timber cribwork with intact faces are present above or below mean low water and if the proposed project would result in impacts on the historically significant portions of the Gowanus Canal bulkhead. Possible alterations, including but not limited to steel sheet and timber sheet piling, should be identified and assessed to determine if historically significant portions of the Gowanus Canal bulkhead are still present and require further investigation and documentation. Accordingly, the Commission recommends that an archaeological documentary study be performed for this site to clarify these initial findings and provide the threshold for the next level of review, if such review is necessary (see: CEQR Technical Manual 2014; and *National Register of Historic Places Eligibility Evaluation and Cultural Resources Assessment for the Gowanus Canal.* 2004, Hunter Research, Inc., Raber Associates, and Northern Ecological Associates, Inc.)

Gina Santucci 7/24/2019

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 34370_FSO_DNP_07242019.docx

Landmarks Preservation Commission

1 Centre Street
9th Floor North
New York, NY 10007

Voice (212)-669-7700
Fax (212)-669-7960
http://nyc.gov/landmarks

ENVIRONMENTAL REVIEW

Project number: DEPARTMENT OF CITY PLANNING / 20DCP080K
Project: 300 HUNTINGTON STREET
Date Received: 12/20/2019

Comments:

The LPC is in receipt of the EAS dated 12/20/19.

In the radius: 9TH STREET BRIDGE (NON-CONTRIBUTING) AND NEW YORK TARTAR COMPANY BUILDINGS (CONTRIBUTING) WITHIN ELIGIBLE S/NR GOWANUS CANAL HISTORIC DISTRICT; IND 9TH AND 10TH STREET SUBWAY VIADUCT S/NR ELIGIBLE.

The LPC is in receipt of the, "Phase IA Archaeological Survey for 300 Huntington Street, Block 477, Lot 8, Brooklyn, NY," prepared by AHRS and dated December 2019. LPC is in agreement with the finding that there are no further archeological concerns for the project. Please submit a hard bound copy of the report to LPC for the agency archives.

Gina Santucci 1/21/2020

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

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