ACME FISH EXPANSION

~~DRAFT~~FINAL
SCOPE OF WORK FOR A DRAFT ENVIRONMENTAL IMPACT STATEMENT

CEQR NO. 20DCP009K

~~July 26, 2019~~October 30, 2020

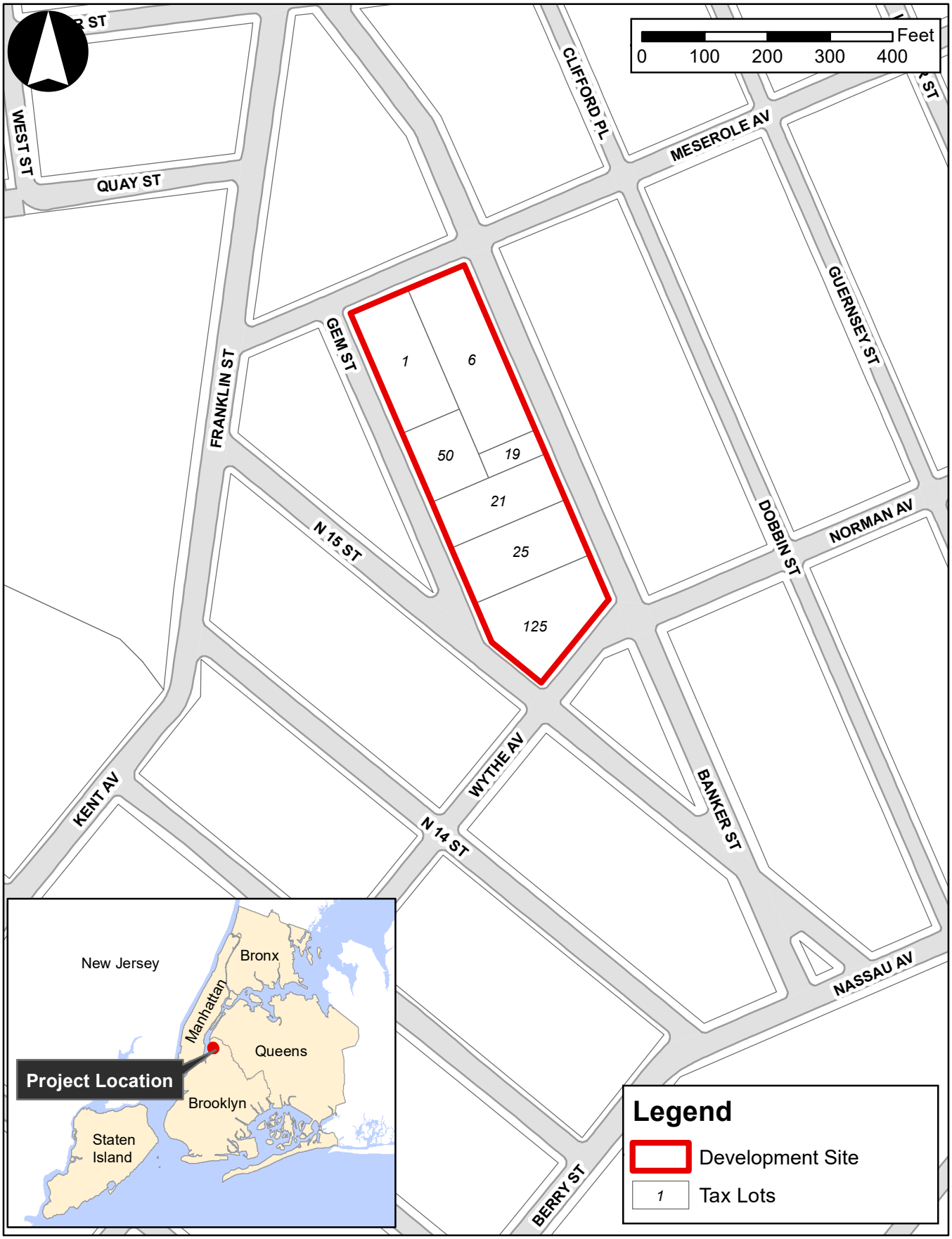
This document is the Final Scope of Work (Final Scope) for the Acme Fish Expansion Draft Environmental Impact Statement (DEIS). This Final Scope has been prepared to describe the Proposed Actions, present the proposed framework for the EIS analysis, and discuss the procedures to be followed in the preparation of the DEIS. This Final Scope incorporates changes that were made subsequent to publication of the Draft Scope of Work (Draft Scope). Revisions of the Draft Scope have been incorporated into this Final Scope and are indicated by double-underlining new text and ~~striking~~ deleted text.

A. INTRODUCTION

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

As described in the following section, RP Inlet, LLC (the "Applicant") seeks a zoning map amendment~~, zoning text amendment,~~ and Large-Scale General Development (LSGD) special permit~~s~~ (the "Proposed Actions"). The Proposed Actions would facilitate a new development with approximately ~~637,250~~654,300 gsf, comprising~~ed of~~ (i) a new and improved approximately ~~105,600~~109,300 gsf Acme Smoked Fish processing facility, and (ii) approximately ~~531,650~~545,000 gsf of commercial office and retail space (including parking/loading/bike storage spaces). The Acme Smoked Fish processing facility would contain four stories with a ~~maximum building~~ height of approximately 74 feet to the building roofline[1]. There would be a metal louver screen on the roof that is approximately 25 feet high. The Acme Smoked Fish facility would be located on the northeastern portion of the block, fronting on Meserole Avenue and Banker Street. The commercial office/retail component of the Proposed Development would consist of nine stories, ~~reaching~~ with a maximum building height envelope of approximately ~~173~~ 178.5 feet to the

[1] It should be noted that, although the Acme Smoked Fish processing facility would reach a roofline height of approximately 74 feet, plus a mechanical louver screen above, the requested LSGD special permit would permit a maximum building height envelope of approximately 104 feet (including mechanical bulkhead). As such, this maximum permitted height will be used for CEQR analysis purposes throughout this document, unless otherwise noted.


Feet
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DOBBIN ST
NORMAN AV
KENT AV
WYTHE AV
N 14 ST
BANKER ST
NASSAU AV
BERRY ST
New Jersey
Bronx
Manhattan
Queens
Project Location
Brooklyn
Staten Island
Legend
Development Site
1
Tax Lots



Development Site

Source: Google Earth Pro

Acme Fish Expansion

Figure 1b
Project Location - Aerial View

building roofline[2], occupying the remainder of the block. There would be a mechanical bulkhead and mechanical equipment screen on the roof that would be approximately 25 feet tall. Although no parking spaces are required under the proposed zoning, up to approximately 150 off-street accessory parking spaces would be provided on the ground level, with curb-cut access via Gem Street. A total of ~~five~~ six loading berths would be provided – ~~two~~ three for Acme Smoked Fish, with access from Meserole Avenue (two berths) and Banker Street (one berth), and three for the commercial building, with access from Banker Street. ~~Acme Smoked Fish would have a curb cut for access to a compactor along Banker Street.~~ The Proposed Development is also anticipated to include partially covered open space areas at the southern portion of the Development Site, totaling approximately ~~25,800~~21,403 sf of Public Access Area.

It is expected that the Proposed Development would be constructed over an approximately 4~~5~~8-month period following approval of the Proposed Actions, with completion and full occupancy expected to occur by late 2024.

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

B. REQUIRED APPROVALS AND REVIEW PROCEDURES

Required Approvals

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

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

[2] It should be noted that, although the commercial/retail component of the Proposed Development would reach a roofline height of approximately 172.5 feet, plus a mechanical bulkhead above, the requested LSGD special permit would permit a maximum building height envelope of approximately 178.5 feet to the roofline. As such, this maximum permitted height will be used for CEQR analysis purposes throughout this document, unless otherwise noted.

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

City Environmental Quality Review (CEQR) and Scoping

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

Th~~is~~e Draft Scope for the preparation of an EIS contains a description of the Proposed Actions and the tasks that would be undertaken to analyze the potential environmental impacts of the Proposed Development. The issuance of the Draft Scope marks the beginning of the public comment period. The scoping process allows the public a voice in framing the scope of the EIS. The scoping document sets forth the analyses and methodologies that will be utilized to prepare the EIS. During the public comment period, those interested in reviewing the Draft Scope may do so and give their comments to the lead agency. In accordance with City and State environmental review regulations and methodologies, the Draft Scope of Work to prepare the EIS was issued on July 26, 2019. The public, interested agencies, and elected officials, ~~are~~ were invited to comment on the Draft Scope, either in writing or orally, at ~~the public scoping meeting.~~ ~~A~~a public scoping meeting ~~is scheduled to be~~ held on Tuesday, August 27, 2019 starting at 4:00 PM at: Polish & Slavic Center at 176 Java Street, Brooklyn, NY 11222.

Comments received during the Scoping Meeting and written comments received up to ten days after the meeting – until 5:00 PM on September 6, 2019, ~~will be~~were considered and incorporated, as appropriate, into the~~is~~ ~~Final Scope of Work (~~Final Scope~~)~~. The Final Scope ~~will~~ incorporate~~s~~ all relevant comments made on the Draft Scope and revise~~s~~ the extent or methodologies of the studies, as appropriate, in response to comments made during the CEQR scoping process and to include any other necessary changes to the scope of work for the EIS. **Appendix 1** includes responses to comments made on the Draft Scope. The written comments received are included in **Appendix 2**. The EIS will be prepared in accordance with the~~is resulting~~ Final Scope.

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

C. PROJECT DESCRIPTION

Development Site

The Development Site (Block 2615 in its entirety) comprises approximately 116,756 square feet (sf) of lot area, and is bounded by Banker Street to the east, Wythe Avenue to the south, Gem and North 15th streets to the west, and Meserole Avenue to the north. It is the current home of the processing plant and

smokehouse for Acme Smoked Fish, a New York City institution founded in 1905 and operated by four generations of the Caslow family. Acme Smoked Fish first opened their facility on Gem Street in 1954, and the facility was rebuilt in 1966 after a major fire. The Acme Smoked Fish facility continues to occupy the majority of the subject block. The existing buildings on the block mostly date from the 1920s and 1930s, but have undergone various alterations since the 1980s.

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

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

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

Neighborhood Context

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

The surrounding Greenpoint-Williamsburg area has seen significant changes since 2005, including new hotel, office, and residential development. South of the Development Site, the Wythe Hotel (at 75 North

11th Street) opened in 2012, and Amazon developed a 40,000 gsf photo studio and office space at 35 Kent Avenue. Additionally, the recently completed eight story, approximately 405,156 gsf 25 Kent Avenue development is ~~nearing completion~~ three blocks to the south of the Development Site. 25 Kent Avenue was the first project in the City to establish and map an Industrial Business Incentive Area (IBIA) and apply for a special permit that incentivizes the construction of commercial and/or manufacturing buildings that allocate a portion of their floor area to certain light industrial uses in IBIAs.

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

Area Transportation

The area surrounding the Development Site is served by several public transit options. The Nassau Avenue G subway station (located to the southeast at the intersection of Nassau and Manhattan avenues) is approximately 0.3 miles to the southeast of the Development Site and the Bedford Avenue L subway station (located to the south at the intersection of Bedford Avenue and North 7th Street) is approximately 0.6 miles from the Development Site. In addition, the B32 bus (connecting Williamsburg Bridge Plaza and Long Island City) runs along Franklin Street/Kent Avenue and Wythe Avenue, the B62 bus (connecting Downtown Brooklyn/Fulton Mall and Long Island City) runs along Bedford and Driggs Avenues, and the B43 bus (connecting Lefferts Gardens/Prospect Park and Greenpoint) runs along Manhattan Avenue and Graham Avenue. The B32 bus also makes a wide variety of connections to other local bus lines along the Broadway commercial corridor in Brooklyn, including connections with the B24, B39, B46, B60, B62, Q54 and Q59 bus lines. The North Williamsburg stop on the NYC Ferry East River route is located less than 0.7 miles to the southwest of the Development Site at the western terminus of North 5th Street, and the Greenpoint stop is located less than 0.7 miles to the northwest of the Development Site at the western terminus of India Street. There are two nearby CitiBike stations, at the corner of Banker Street and Meserole Avenue and at the corner of North 15th Street and Wythe Avenue. Taken together, these transit options provide access to the Development Site from much of North Brooklyn and beyond.

Description of the Proposed Actions

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

Zoning Map Amendment

The proposed zoning map amendment, which would rezone the ~~p~~Proposed ~~r~~Rezoning ~~a~~Area from M3-1 to M1-5, would increase the permitted FAR from 2.0 to 5.0 for commercial and industrial uses (and up to 6.5 FAR for community facility uses), allowing for additional development of these uses than could be

provided under existing conditions. As shown in **Figure 2**, the ~~p~~Proposed ~~r~~Rezoning ~~a~~Area encompasses the entirety of the Development Site.

M1-5 districts allow uses in Use Groups 4 through 17, subject to certain limitations, and allow Use Group 18, subject to compliance with performance standards. In M1-5 districts, Use Group 5 hotels are allowed only by special permit. In addition, the Development Site is in an area designated in Appendix J of the Zoning Resolution, where self-storage facilities are permitted by special permit. The proposed Use Group 18A (preparation of fish for packing) will comply with all applicable performance standards and therefore is permitted in the M1-5 zoning district as-of-right.

~~Zoning Text Amendment~~

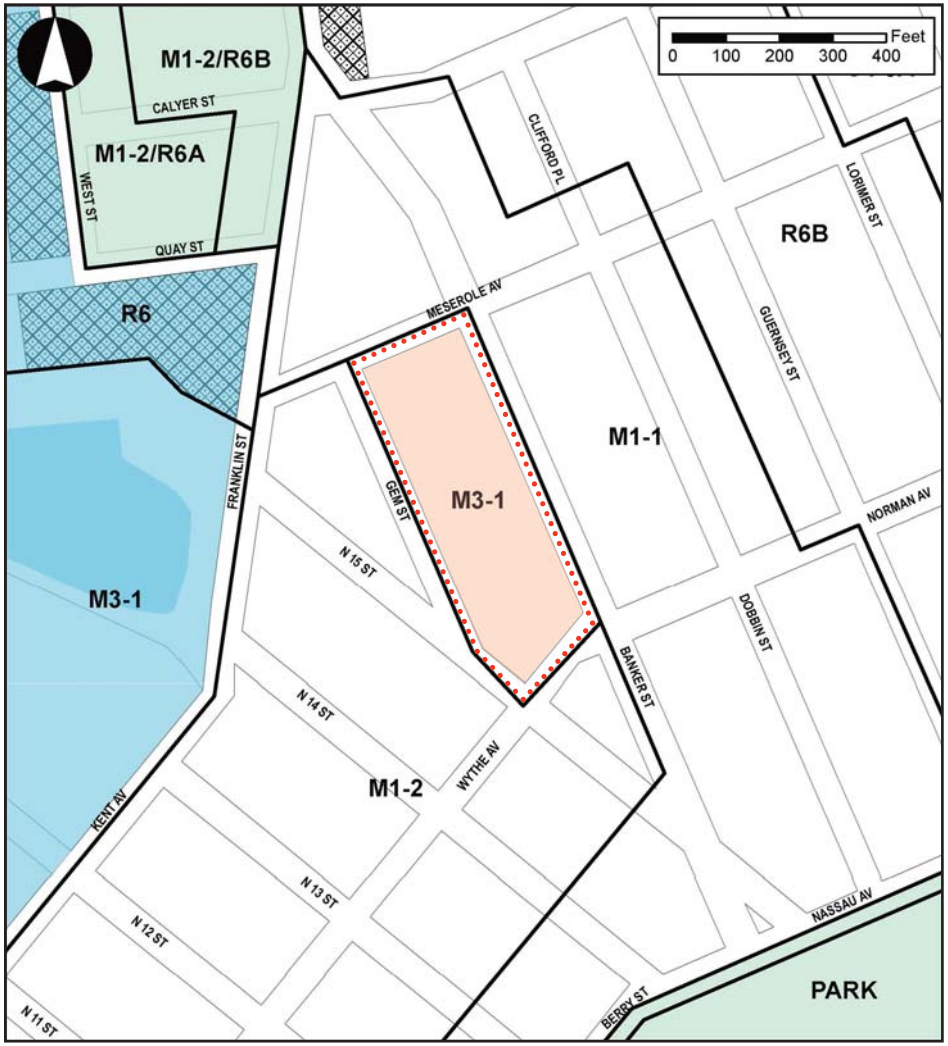
~~The proposed zoning text amendment would create Section 74-745(d) of the Zoning Resolution to allow, by special permit, modification of regulations applicable to the Development Site in Section 44-54 of the zoning resolution that require additional loading berths for buildings which contain wholesale,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

Large-Scale General Development (LSGD) Special Permit~~s~~

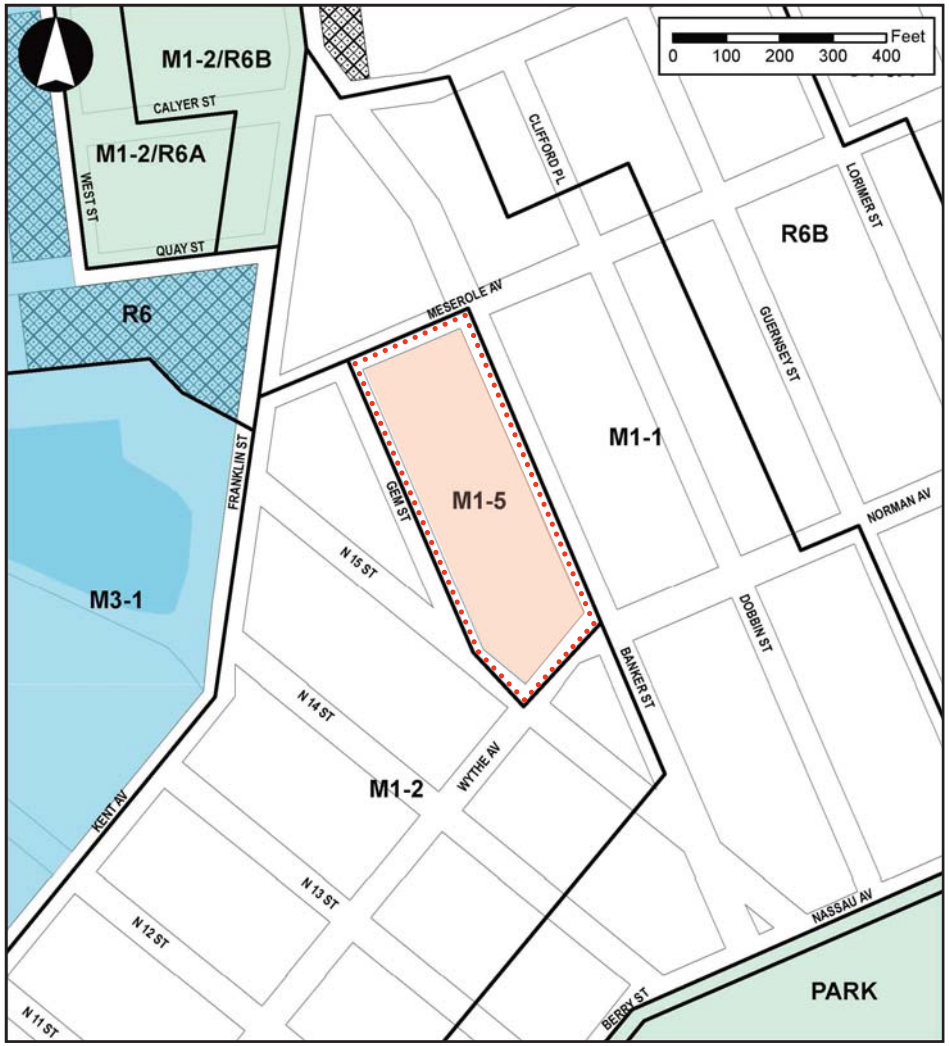
~~Two~~ A LSGD special permit~~s~~ ~~are~~is being sought~~. The first LSGD special permit~~, pursuant to ZR Section 74-743(a)(2), is to allow the Proposed Development to penetrate the required sky exposure plane and the required initial setback distance, contrary to ZR 43-43~~ allowing a building height of approximately 173 feet~~. ~~The second LSGD special permit, pursuant to the new ZR Section 74-745(d), would allow the Proposed Development to waive ZR Section 44-54, reducing the required number of loading berths for the Proposed Development from seven to five (two for manufacturing, two for office and one for retail).~~ Upon approval, the Applicant would enter into a Restrictive Declaration (RD), a legally binding mechanism tied to the Development Site that governs the provisions of the LSGD.

Specifically, ZR 43-43 requires that the front wall of a development in an M1-5 zoning district be set back 20 feet from a narrow street above a height of 85 feet or 6 stories (whichever is less). The commercial component of the Proposed Development along Gem Street and Meserole Avenue would rise on the lot line to a height of approximately 104 feet before providing the setback. This waiver is requested to allow the roof of the Acme Smoked Fish facility to be unobstructed for ventilation purposes. The waiver would permit the distribution of the commercial floor area on the site to accommodate the factory ventilation requirements and would produce a better site plan with maximum landscaped public areas, allowing improved pedestrian access in and through the large block.

Additionally, Section 43-43 of the Zoning Resolution requires that a development in an M1-5 zoning district stay below a sky exposure plane of 2.7 vertical feet to 1 horizontal foot extending from the maximum front wall height of 85 feet. The commercial component of the Proposed Development would penetrate the required sky exposure plane on the Gem Street and Meserole Avenue sides of the building. This LSGD modification is requested to allow the Proposed Development to shift the bulk into the middle of the block, along Gem Street, and to allow the building to step back on the Wythe Avenue side of the site. This provides the office component of the Proposed Development, with most of its frontage along Gem Street and a portion of Banker Street, a building design that incorporates increased office floor plates. Additionally, this modification is requested to permit the roof of the Acme Smoked Fish facility to be unobstructed for ventilation purposes. By permitting the vertical distribution of the commercial floor area on the site to accommodate the factory ventilation requirements, a better site plan is achieved with maximum landscape public access areas and improved pedestrian access in and through the large block.



EXISTING ZONING



PROPOSED ZONING

Legend

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

Acme Fish Expansion

Figure 2
Proposed Zoning Map Change

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

Other Potential Discretionary Approvals

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

Purpose and Need for the Proposed Actions

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

The Proposed Actions would help to create opportunities for uses, such as Acme Smoked Fish, that have limited siting opportunities, and maintain the light industrial and manufacturing character of the area while allowing a mix of other complementary uses that are permitted within the proposed M1-5 zoning district. The Proposed Development is an opportunity to stabilize the loss of industrial space in the area and help create a synergy between industrial tenants and office tenants, which will reinforce the mixed-use character of the Greenpoint-Williamsburg IBZ.

The proposed zoning map amendment would complement the existing context of the surrounding area, which has experienced a change in land use patterns, through the conversion of existing buildings and new construction, from heavy industrial uses to light manufacturing and commercial uses. Although the Development Site is currently zoned M3-1, a district designated for heavy industries, it is surrounded by M1-2 and M1-1 zoning districts which typically include commercial and light industrial use that similar to uses found in the proposed M1-5 district. The proposed M1-5 zoning district would also be appropriate for the Development site given its proximity to public transportation, as higher density zoning districts are better suited in areas with proximity to a variety of public transit options to accommodate workers.

The designation of the Development Site as a LSGD would allow for the modification of the height and setback provision under ZR 43-43, which would provide for a better site plan on the block and better relationship among the building and the open space areas, thereby creating a site plan that the Applicant believes to be superior. Provision of the Acme Smoked Fish processing facility with unique programmatic requirements, combined with the need to create adequately sized office floor plates, requires waiver of the required 20-foot front wall setback, and penetration of the required sky exposure plane. The requested LSGD special permit offers flexibility in the project design that allows for a better site plan while still allowing the Proposed Development to both have a state-of-the-art fish processing facility and to provide first-class office space.

The proposed increase in density for industrial and commercial uses would allow the existing food processing manufacturer to remain in the same location in Brooklyn. The increase in the commercial FAR

to 5.0 would allow the development of a new, state of the art fish processing facility for Acme Smoked Fish, which has outgrown its existing industrial space. A maximum building height envelope of approximately 178.5 feet is necessary for the Proposed Development to fully utilize the required 5.0 FAR due to the approximately 29,925 sf footprint (equivalent to approximately 25% of the total lot area of the Development Site) allocated for the Acme Smoked Fish processing facility, leaving the remainder of the Development Site for the office component. As a result of the unique programmatic needs of Acme Smoked Fish, most of the floor area remaining for the commercial portion must be developed on less than the entire site, and hence the Proposed Development requires a taller building to be constructed than would otherwise be necessary.

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

The Proposed Development is expected to serve a variety of office uses in addition to the Acme Smoked Fish facility, encourage job creation in areas near transit, provide increased walk-to-work opportunities in Brooklyn CD 1, strengthen the economic base of the City, contribute to a diverse mix of business uses and employment in the area, and protect the City's tax revenues. This would be in-line with Mayor de Blasio's initiative, *New York Works* – the 2017 jobs plan for New York City, which seeks to create 100,000 jobs over the next ten years (including much needed office jobs in the outer boroughs), combat economic inequality, grow middle class jobs, and adapt the economy to ongoing changes in technology.

Furthermore, introducing additional commercial office space in Greenpoint would address a borough-wide need for more commercial office space. As demand for commercial space has increased in Brooklyn, substantial new commercial space has been created in Downtown Brooklyn, DUMBO, the Navy Yard, and Williamsburg over the past five years. This includes the approximately 1.2 million sf Dumbo Heights, a five-building complex in DUMBO, the approximately 400,000 sf Empire Stores development, also in DUMBO, as well as the approximately 1 million sf Building 77 renovation and the new approximately 675,000 sf Dock 72 building, both within the Brooklyn Navy Yard. Additional commercial development is also currently under construction, including the 25 Kent Avenue development, the approximately 700,000 sf Panorama project, a 5-building commercial complex in Columbia Heights, and the approximately 600,000 sf new building at 47 Hall Street near the Brooklyn Navy Yard, among others. The commercial office space facilitated by the Proposed Actions would contribute toward addressing ~~this increasing~~ demand for new commercial space in Brooklyn~~, which is especially acute for firms seeking large floorplates~~. Particularly in light of the Covid-19 health crisis, the commercial component of the Proposed Development would meet the need for new, modern, office space offering the latest in health and wellness measures (e.g., state-of the art infrastructure and HVAC systems). It would also allow companies to locate in the Greenpoint/Williamsburg neighborhood, closer to a large pool of available workforce that currently lives there, thereby allowing many office workers to walk or bike to work.

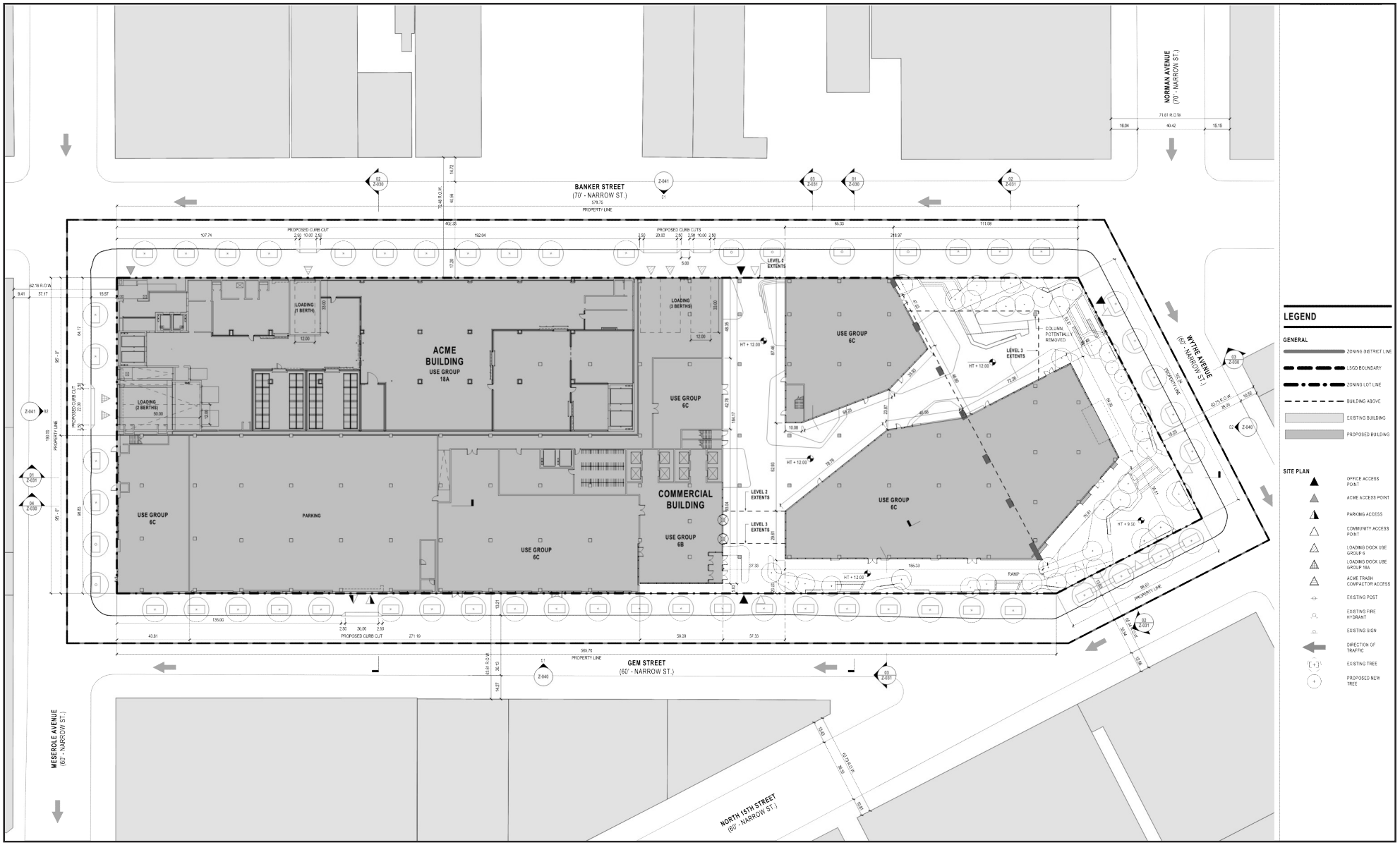
Description of the Proposed Development

The Proposed Actions would allow the Applicant to construct a new development with approximately ~~637,250~~654,300 gsf on the Development Site, comprised of (i) a new and improved approximately ~~105,600~~109,300 gsf Acme Smoked Fish processing facility, and (ii) approximately ~~531,650~~545,000 gsf of commercial office and retail space (including parking/loading/bike storage spaces). The Acme Smoked Fish processing facility would be constructed first, on Lot 6, while the current facility would continue to operate on Lots 1, 21, 25, and 50. Once the new Acme Smoked Fish processing facility is complete, Acme Smoked Fish would move its operations to the new facility, with a minimum of disruption. Only after Acme Smoked Fish is operating in the new facility will the Applicant begin construction on the remaining portion of the Development Site. Although the fish processing portion, and the office and retail portion, of the Proposed Development would be constructed separately and in sequence without interruption, the two portions are part of one single building that comprises the Proposed Development. A total of six loading berths would be provided for the Proposed Development – three for Acme Smoked Fish, with access from Meserole Avenue (two berths) and Banker Street (one berth), and three for the commercial building, with access from Banker Street (refer to **Figure 3** for illustrative ground floor plan).

The Acme Smoked Fish processing facility would contain four stories with a ~~base~~ maximum building height of approximately 74 feet to the building roofline, and a maximum building height envelope of approximately 104 feet. There would be a mechanical metal louver screen on the roof that is approximately 25 feet high. The Acme Smoked Fish facility would be located on the northeastern portion of the block, fronting on Meserole Avenue and Banker Street. The proposed Acme Smoked Fish facility would provide a more efficient and state of the art industrial space for the optimal production of their fish products. The entrance of the building would be on Banker Street near the corner of Meserole Avenue. The raw materials would be delivered through two loading berths on Meserole Avenue. The first floor of the facility would contain the cooler and freezer areas, brining section, defrosting and cleaning areas, and a storage area to hold the organic waste and refrigerated compactor. The organic waste would be removed through the third loading berth on Banker Street. The second and third floors would contain the salting, smoking and oven areas for smoking the fish products, hanging cooler area, packaging, and packaging cooling areas along with salad production and mayo storage areas. The administrative office and employee wellness areas will be located on the fourth floor of the facility. The proposed facility, being true to its industrial nature, is expected to feature a variation of dark grey textured insulated metal panels in keeping with the industrial context of the neighborhood.

The commercial office/retail component of the Proposed Development would consist of nine stories, ~~reaching~~ with a maximum building height envelope of approximately ~~173~~ 178.5 feet to the building roofline, occupying the remainder of the block. There would be a mechanical bulkhead and mechanical equipment screen on the roof that would be 25 feet tall (refer to **Figure ~~3~~4** for illustrative ~~massing~~ rendering for the Proposed Development). The commercial office/retail component of the Proposed Development would comprise a total of approximately 545,000 gsf, of which the office use would be approximately 493,450 gsf and the ground floor retail use approximately 33,800 gsf, and approximately 17,750 gsf would be occupied by parking/loading/bike storage space.

Although no parking spaces are required under the proposed zoning, up to approximately 150 off-street accessory parking spaces would be provided on the ground level, with access via Gem Street. The commercial office/retail component of the Proposed Development would provide approximately 65 accessory bicycle parking spaces. ~~A total of five loading berths would be provided – two for Acme Smoked Fish, with access from Meserole Avenue, and three for the commercial building, with access from Banker Street. Acme Smoked Fish would have a curb cut for access to a compactor along Banker Street (refer to **Figure 4** for preliminary ground floor plan).~~ The Proposed Development is also anticipated to include



This Figure has been updated for the Final Scope of Work

Source: Gensler Architect

Acme Fish Expansion

Figure 3
Proposed Development - Illustrative Ground Floor Plan

FOR ILLUSTRATIVE PURPOSES ONLY



This Figure has been updated for the Final Scope of Work

Source: Gensler Architect

Acme Fish Expansion

Figure 4

Proposed Development Illustrative Rendering - Southwest Corner Looking Northeast

approximately 21,403 sf of Public Access Area ("PAA") at the southern portion of the Development Site, of which approximately 12,880 sf would be open to the sky and approximately 8,523 sf would be partially coveredpartially covered open areas at the southern portion of the Development Site, totaling approximately 25,800 sf, of which approximately 14,400 would be open to the sky. Additionally, separate from the PAA, there would be approximately 5,775 sf of open areas adjacent to the retail establishments on the Development Site. The proposed PAA, occupying four street frontages (Banker Street, Wythe Avenue, North 15th Street, and Gem Street) would be planted with street trees and feature differing levels of plantings establishing a vertical hierarchy of landscaped integration within the Development Site and the adjoining neighborhood. Within the PAA, the open space areas would include a variety of seating options throughout the site, including accessible companion seating, moveable tables and chairs, and wooden platforms with sculptural seating.

D. ANALYSIS FRAMEWORK FOR ENVIRONMENTAL REVIEW

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

Analysis Year

Construction of the ~~p~~Proposed ~~d~~Development, according to the Applicant, would occur over an approximately 4~~5~~8-month period ~~with an anticipated start date in late 2020~~ with all components complete and fully operational by ~~late~~ the end of 2024. This build year was determined in consideration of the amount of time necessary for the Proposed Development site to reasonably be developed. The construction timeline for the Proposed Development is estimated at approximately 4~~5~~8 months, beginning with the start of demolition of the existing building on the site of the future Acme Smoked Fish facility by the end of 2020, which can occur on an as-of-right basis. This ~~which~~ would ~~account~~ allow for construction of the new Acme Smoked Fish facility adjacent to the existing facility in order to allow for continued operation. Once the new facility is constructed and occupied by Acme Smoked Fish ~~(approximately 21 months' duration)~~, the existing facility would be demolished and construction of the office component of the Proposed Development on the remainder of the site would be completed. With an anticipated approval date of ~~2020~~ Spring 2021 and an approximately 4~~5~~8-month construction period, and accounting for design finalization and DOB approvals, the Proposed Development is expected to be completed and fully occupied by the end of 2024. Accordingly, a 2024 Build Year will be used for CEQR analysis purposes.

As the Proposed Development would be operational in 2024, its environmental setting is not the current environment, but the future environment. Therefore, the technical analyses and consideration of alternatives assess current conditions and forecast these conditions to the expected 2024 Build Year for the purposes of determining potential impacts. Each chapter of the EIS will provide a description of the "Existing Condition" and assessment of future conditions without the Proposed Actions ("No-Action" condition) and ~~with~~ future conditions with the Proposed Actions ("With-Action" condition).

Reasonable Worst-Case Development Scenario (RWCDS)

In order to assess the possible effects of the Proposed Actions and resulting Proposed Development, a reasonable worst-case development scenario (RWCDS) was established for both the future without the

Proposed Actions (No-Action) and the future with the Proposed Actions (With-Action) for an analysis year, or Build Year, of 2024. The incremental difference between the No-Action and With-Action conditions will serve as the basis of the impact category analyses. The Proposed Development described above, which would occupy the entire ~~p~~Proposed ~~r~~Rezoning ~~a~~Area (a.k.a. the "Development Site"), would have a built FAR of approximately 5.0, and would therefore maximize the allowable commercial/manufacturing FAR of 5.0 under the proposed M1-5 zoning. In addition, the Proposed Actions include LSGD special permits, which would govern the bulk on the site based on the proposed development plans. For the above reasons, the Applicant's Proposed Development constitutes the With-Action RWCDS for the Build Year of 2024.

The Future Without the Proposed Actions (No-Action)

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

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

The Future With the Proposed Actions (With-Action)

In the 2024 future with the Proposed Actions, the 116,756 sf Development Site would accommodate a new development with approximately ~~637,250~~654,300 gsf (the "Proposed Development"), comprised of (i) a new and improved approximately ~~105,600~~109,300 gsf Acme Smoked Fish processing facility, and (ii) approximately ~~531,650~~545,000 gsf of commercial office and retail space (including parking/loading/bike storage spaces). The Acme Smoked Fish processing facility would contain four stories with a ~~maximum~~ building height of approximately 74 feet to the building roofline. There would be a metal louver screen on the roof that is approximately 25 feet high, and the building envelope would have a maximum permitted height of 104 feet. The Acme Smoked Fish facility would be located on the northeastern portion of the block, fronting on Meserole Avenue and Banker Street. The commercial office/retail component of the Proposed Development would consist of nine stories, ~~reaching~~ with a maximum building height envelope of approximately ~~173~~ 178.5 feet to the roofline, occupying the remainder of the block. There would be a mechanical bulkhead and mechanical equipment screen on the roof that would be approximately 25 feet tall. Although no parking spaces are required under the proposed zoning, up to approximately 150 off-street accessory parking spaces would be provided on the ground level, with access via Gem Street. A total of ~~five~~ six loading berths would be provided – three~~two~~ for Acme Smoked Fish,

with access from Meserole Avenue (two berths) and Banker Street (one berth), and three for the commercial building, with access from Banker Street. ~~Acme Smoked Fish would have a curb cut for access to a compactor along Banker Street.~~ The Proposed Development is also anticipated to include partially covered ~~open~~ public access areas at the southern portion of the Development Site, totaling approximately ~~25,800~~21,403 sf.

Increment for Analysis

Table 1 below provides a comparison of the No-Action and With-Action scenarios identified for analysis purposes. As shown, the incremental (net) change that would result from the Proposed Actions is an increase of approximately ~~88,100~~91,800 gsf of industrial space, ~~413,650~~430,050 gsf of office space, ~~36,850~~33,800 gsf of retail space, and 43 accessory parking spaces, and a decrease of approximately 35,225 gsf of restaurant/ entertainment space and 28,610 gsf of warehouse space, compared to No-Action conditions. As also shown in Table 1, the Proposed Actions are estimated to result in a net increase of approximately 1,~~754~~810 workers on the Development Site compared to No-Action condition.

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

Use	No-Action Scenario [gsf]	With-Action Scenario [gsf]	Increment
Industrial/Manufacturing[1]	17,500	~~105,600~~109,300	**+ 91,800~~88,100~~ gsf**
Office[2]	66,750	~~480,400~~496,800	**+ 430,050~~413,650~~ gsf**
Local Retail	--	~~36,850~~33,800	**+ 33,800~~36,850~~ gsf**
Restaurant/Entertainment	35,225	--	**- 35,225 gsf**
Warehousing	28,610	--	**- 28,610 gsf**
Parking	107 spaces (21,400 gsf)	150 spaces (14,400 gsf)	**+ 43 spaces (-7,000 gsf)**
Employment[2~~3~~]	**No-Action Scenario**	**With-Action Scenario**	**Increment**
Workers	422	~~2,176~~2,232	**+ 1,810~~1,754~~**

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

E. PROPOSED SCOPE OF WORK FOR THE EIS

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

The EIS will be prepared in conformance with all applicable laws and regulations, including SEQRA (Article 8 of the New York State Environmental Conservation Law) and its implementing regulations found at 6 NYCRR Part 617, New York City Executive Order No. 91 of 1977, as amended, and the Rules of Procedure for CEQR, found at Title 62, Chapter 5 of the Rules of the City of New York. The EIS will follow the guidance of the 2014 *CEQR Technical Manual*, and will contain:

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

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

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

Task 1. Project Description

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

This chapter provides a baseline for understanding the Proposed Development and its potential for impacts, and gives the public and decision-makers a base from which to evaluate the Proposed Actions against the future condition absent the requested actions. The section on approval procedures will explain the ULURP process, its timing, and hearings before the Community Board, the Borough President's office, the CPC, and the New York City Council. The role of the EIS as a full-disclosure document to aid in decision-making will be identified and its relationship to ULURP and the public hearings described.

Task 2. Land Use, Zoning, and Public Policy

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

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

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

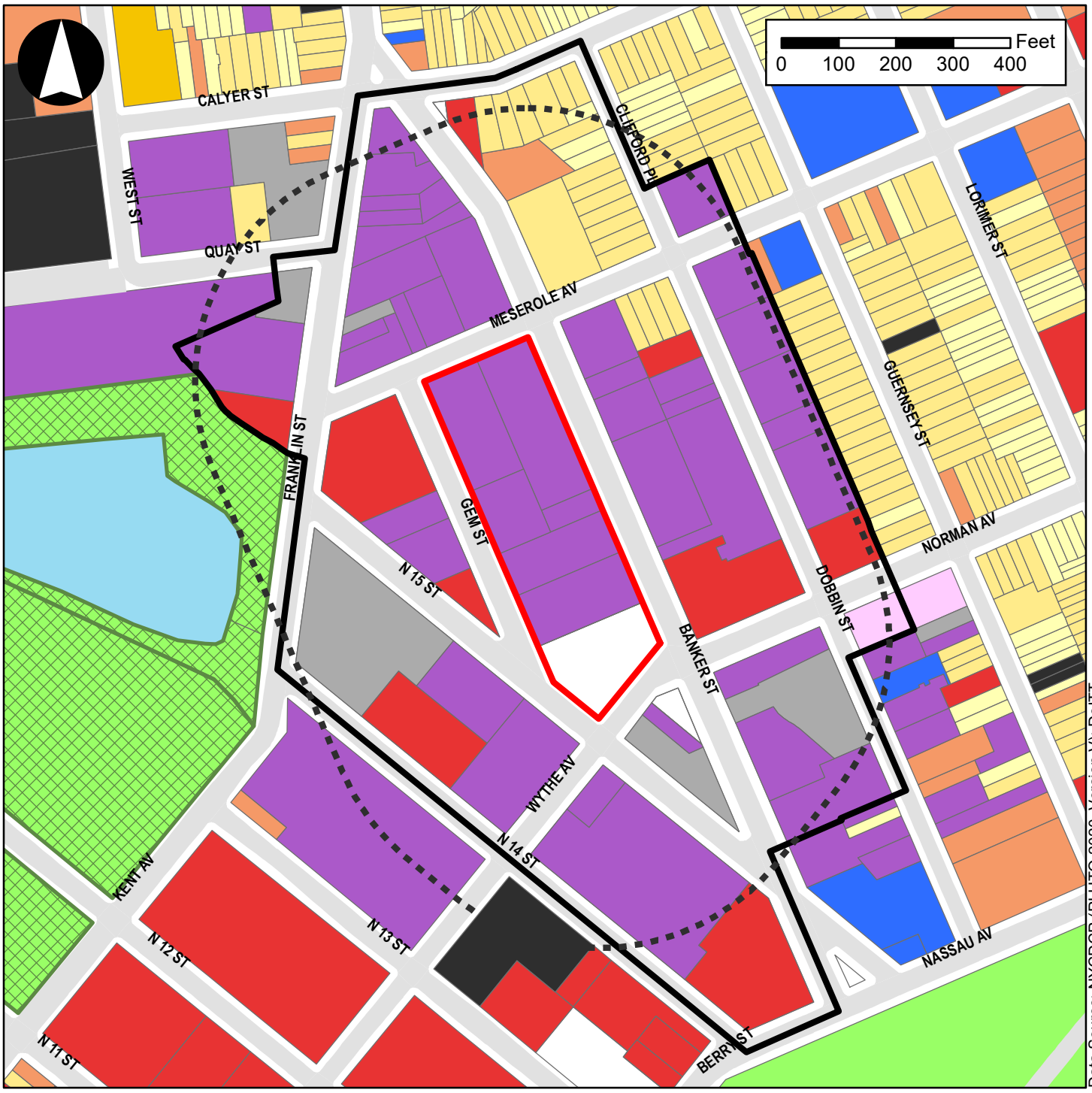
- Provide a brief development history of the Development Site and surrounding (secondary) study area.
- Provide a description of land use, zoning, and public policy in the study areas discussed above. Recent trends in the area will be noted. Other public policies that apply to the study areas will also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

Task 3. Socioeconomic Conditions

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

The five principal issues of concern with respect to socioeconomic conditions are whether a proposed action would result in significant adverse impacts due to: (1) direct residential displacement; (2) direct business and institutional displacement; (3) indirect residential displacement; (4) indirect business and institutional displacement; and (5) adverse effects on specific industries, pursuant to the *CEQR Technical Manual*. As determined in the EAS, the Proposed Actions do not warrant an assessment of socioeconomic conditions with respect to direct or indirect residential displacement. As also determined in the EAS, the Proposed Actions would not result in development that would exceed the *CEQR Technical Manual* analysis threshold of 100 displaced employees, and therefore, would not have the potential to result in significant adverse impacts due to direct business/institutional displacement. The Proposed Actions would also not warrant assessment of indirect business displacement due to market saturation, or adverse effects on specific industries.

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



Legend

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

Land Use

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

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

Indirect Business Displacement Due to Increased Rents

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

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

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

Task 4. Open Space

If a project may add population to an area, demand for existing open space facilities would typically increase. Indirect effects may occur when the population generated by the Proposed Actions would be sufficiently large to noticeably diminish the ability of an area's open space to serve the future population. The Development Site is located in an area identified as underserved (based on maps provided in the Open Space appendix of the 2014 *CEQR Technical Manual*), and the Proposed Development would introduce approximately 1,754 additional workers to the area, compared to the No-Action condition, which exceeds the worker analysis threshold of 125. Therefore, an assessment of nonresidential open space is warranted and will be provided in the EIS.

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

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

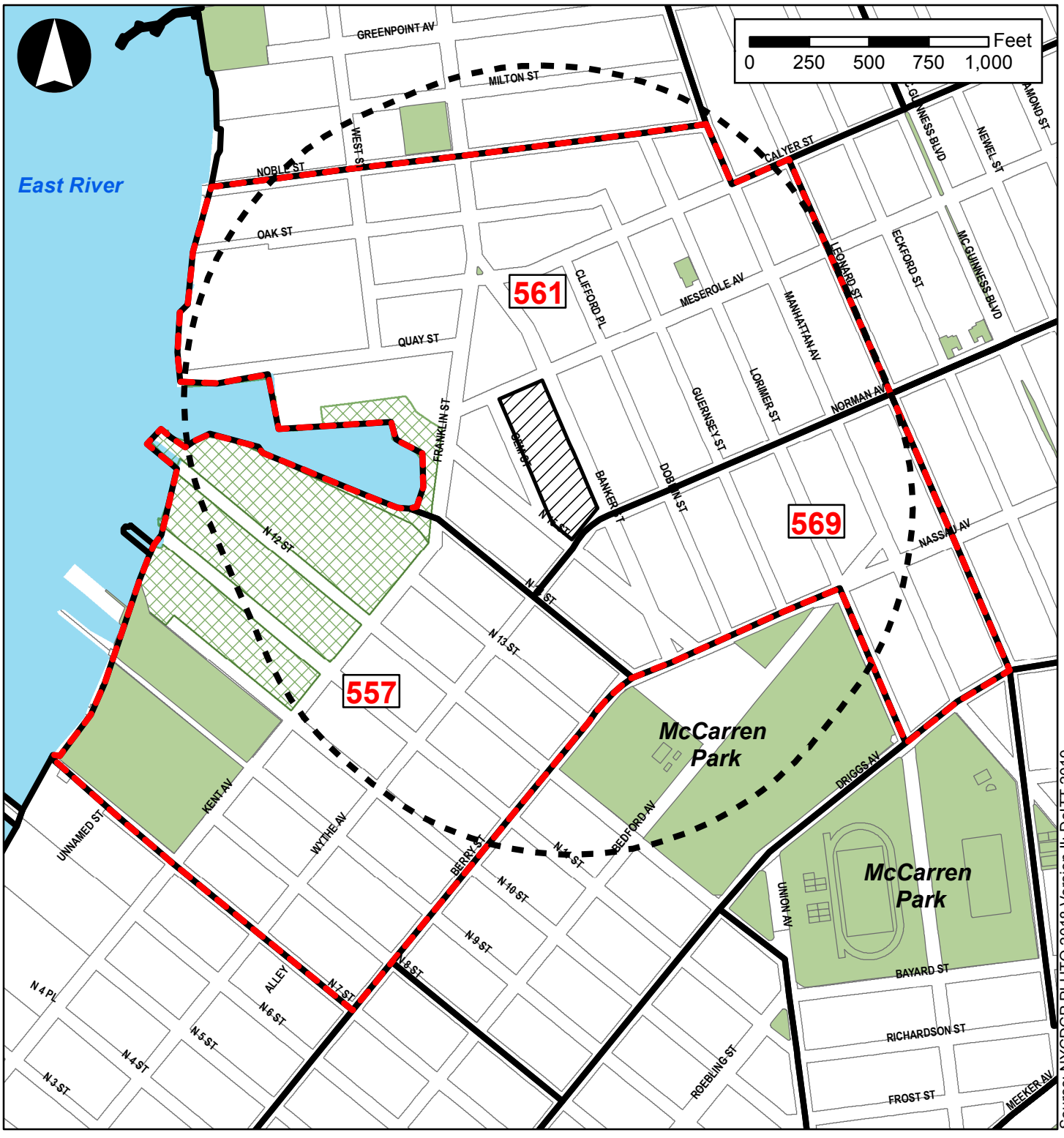
- Characteristics of worker/daytime open space users will be determined. The number of employees and daytime workers in the study area will also be calculated based on the latest available reverse journey-to-work census data.
- Existing open spaces within the ¼-mile open space study area will be inventoried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

Task 5. Shadows

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

The Proposed Development would result in buildings taller than 50 feet, and the Development Site is in the vicinity of the Greenpoint Historic District and the planned expansion of Bushwick Inlet Park. Therefore, a shadows assessment is warranted to determine the extent, duration, and effects of any

Open Space Study Area



Source: NYCDCP PLUTO 2018 Version II; DoITT 2019

Legend

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

potential incremental new shadows on any sunlight-sensitive resources in the vicinity of the Development Site. The shadows assessment will follow the methodology described in the *CEQR Technical Manual*, and will include the following:

- A preliminary shadows screening assessment will be prepared to ascertain whether shadows from the Proposed Development may potentially reach any sunlight-sensitive resources at any time of year.
    - A Tier 1 Screening Assessment will be conducted to determine the longest shadow study area for the Proposed Development, which is defined as 4.3 times the height of a structure (the longest shadow that would occur on December 21, the winter solstice), pursuant to the *CEQR Technical Manual*. A base map that illustrates the location of the Proposed Development in relation to the sunlight-sensitive resources will be developed.
    - A Tier 2 Screening Assessment will be conducted if any portion of a sunlight-sensitive resource lies within the longest shadow study area. The Tier 2 assessment will determine the triangular area that cannot be shaded by the Proposed Development due to the path of the sun across the sky, which in New York City is the area that lies between -108 and +108 degrees from true north.
    - If any portion of a sunlight-sensitive resource is within the area that could be potentially shaded by the Proposed Development, a Tier 3 Screening Assessment will be conducted. The Tier 3 Screening Assessment will determine if shadows resulting from the Proposed Development can reach a sunlight-sensitive resource through the use of three-dimensional computer modeling software with the capacity to accurately calculate shadow patterns. The model will include a three-dimensional representation of the sunlight-sensitive resource(s), a three-dimensional representation of the Proposed Development, and a three-dimensional representation of the topographical information within the area to determine the extent and duration of new shadows that would be cast on sunlight-sensitive resources as a result of the Proposed Development.
- If the screening analysis does not rule out the possibility that project-generated shadows would reach any sunlight-sensitive resources, a detailed analysis of potential shadow impacts on publicly-accessible open spaces and/or sunlight-sensitive historic resources resulting from the Proposed Development will be provided in the EIS. The detailed shadow analysis will establish a baseline condition (No-Action), which will be compared to the future condition resulting from the Proposed Development (With-Action) to illustrate the shadows cast by existing or future buildings and distinguish the additional (incremental) shadow cast by the Proposed Development. The detailed analysis will include the following tasks:
    - The analysis will be documented with graphics comparing shadows resulting from the No-Action condition with shadows resulting from the Proposed Development, with incremental shadow highlighted in a contrasting color.
    - A summary table listing the entry and exit times and total duration of incremental shadow on each applicable representative day for each affected resource will be provided.
    - The significance of any shadow impacts on sunlight-sensitive resources will be assessed based on CEQR criteria.

Task 6. Historic and Cultural Resources (Architectural)

According to the *CEQR Technical Manual*, a historic and cultural resources assessment is required if a project would have the potential to affect either archaeological or architectural resources. As determined in the EAS, the Proposed Actions do not warrant an assessment of archaeological resources.

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

Task 7. Urban Design and Visual Resources

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

The urban design study area will be the same as that used for the land use analysis (delineated by a 400-foot radius from the Development Site boundary). For visual resources, the view corridors within the study area from which such resources are publicly viewable will be identified. The preliminary assessment will consist of the following:

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

If warranted based on the preliminary assessment, a detailed urban design and visual resources analysis would be prepared in accordance with *CEQR Technical Manual* guidance. Examples of projects that may require a detailed analysis are those that would make substantial alterations to the streetscape of a neighborhood by noticeably changing the scale of buildings, potentially obstruct view corridors, or compete with icons in the skyline, as described in the *CEQR Technical Manual*. The detailed analysis would

describe the Development Site and the urban design and visual resources of the surrounding area. The analysis would describe the potential changes that could occur to urban design and visual resources in the future with the Proposed Actions, in comparison to the future without the Proposed Actions, focusing on the changes that could negatively affect a pedestrian's experience of the area.

Task 8. Hazardous Materials

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

The hazardous materials chapter will examine the potential for significant adverse hazardous materials impacts from the Proposed Actions. As part of the hazardous materials task, a Phase I Environmental Site Assessment (ESA) will be prepared for the Development Site. The Phase I ESA will consist of a thorough review of any previous reports, historical maps, City directories, and environmental database materials to identify any potential environmental impacts that would lead to a concern for hazardous materials impacts. A visual inspection of the Development Site will also be conducted to assess any potential for hazardous materials impacts. The Hazardous Materials chapter will summarize the findings of the completed Phase I ESA(s) conducted for the Development Site and will include any necessary recommendations for additional testing or other activities that would be required either prior to or during construction and/or operation of the project. The appropriate remediation measures specific to the future uses of the site, including any New York City Department of Environmental Protection (DEP) recommendations, will be provided in the EIS. If necessary, measures to avoid or reduce potential significant adverse impacts will be identified and discussed in the EIS. Any requirements will be memorialized by a hazardous materials (E) designation placed on the applicable block and lot(s) pursuant to Section 11-15 of the New York City Zoning Resolution and the (E) Rules. The EIS would include (E) designation language describing the requirements that would apply.

Task 9. Water and Sewer Infrastructure

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

The threshold of preliminary wastewater and stormwater analysis for projects in Brooklyn with combined sewers is 400 dwelling units or 150,000 sf of commercial space or more. As the Proposed Development would include approximately ~~656,554~~637,250 gsf of non-residential space, an assessment of wastewater and stormwater conveyance systems is required. The water and sewer infrastructure analysis will consider

the potential for significant adverse impacts resulting from the Proposed Development. DEP will be consulted in preparation of this assessment.

Water Supply

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

Wastewater and Stormwater Infrastructure

- The appropriate study area for the assessment will be established in accordance with the guidance of the *CEQR Technical Manual* and in consultation with DEP. The Proposed Development's directly affected area is primarily located within the service area of the Newtown Creek Wastewater Treatment Plant (WWTP).
- The existing stormwater drainage system and surfaces (pervious or impervious) on the Development Site will be described, and the amount of stormwater generated on the site will be estimated using DEP's volume calculation worksheet.
- The existing sewer system serving the Development Site will be described based on records obtained from DEP. The existing flows to the Newtown Creek WWTP, which serves the directly affected area, will be obtained for the latest twelve-month period, and the average dry weather monthly flow will be presented.
- Any changes to the stormwater drainage plan, sewer system, and surface area expected in the future without the Proposed Actions will be described, as warranted.
- Future stormwater generation from the Proposed Development will be assessed to determine the Proposed Development's potential to result in impacts. Changes to the Development Site's surface area will be described, runoff coefficients and runoff for each surface type/area will be presented, and volume and peak discharge rates from the site will be determined based on the DEP volume calculation worksheet.
- Sanitary sewage generation for the Development Site will also be estimated. The effects of the incremental demand on the system will be assessed to determine if there will be any impact on operations of the Newtown Creek WWTP.

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

Task 10. Transportation

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

Travel Demand and Screening Assessment

A detailed travel demand forecast (a Level 1 screening assessment) ~~will be~~ was prepared for the Proposed Development using standard sources, including the *CEQR Technical Manual*, U.S. census data, previously-approved studies, and other references. The travel demand forecast ~~will~~ provides the numbers of person and vehicle trips by peak hour and mode of travel, including the number of trips by transit and the numbers of pedestrians traversing the area's sidewalks, corner areas, and crosswalks. The results of this forecast ~~will be~~have been summarized in a Transportation Planning Factors and Travel Demand Forecast (TPF/TDF) technical memorandum for review and concurrence by the lead agency (refer to **Appendix 3**). Detailed vehicle and pedestrian trip assignments (a Level 2 screening assessment) ~~will be~~were prepared based on the results of the Proposed Development's travel demand forecast to identify the intersections and pedestrian elements selected for quantified analysis.

Traffic

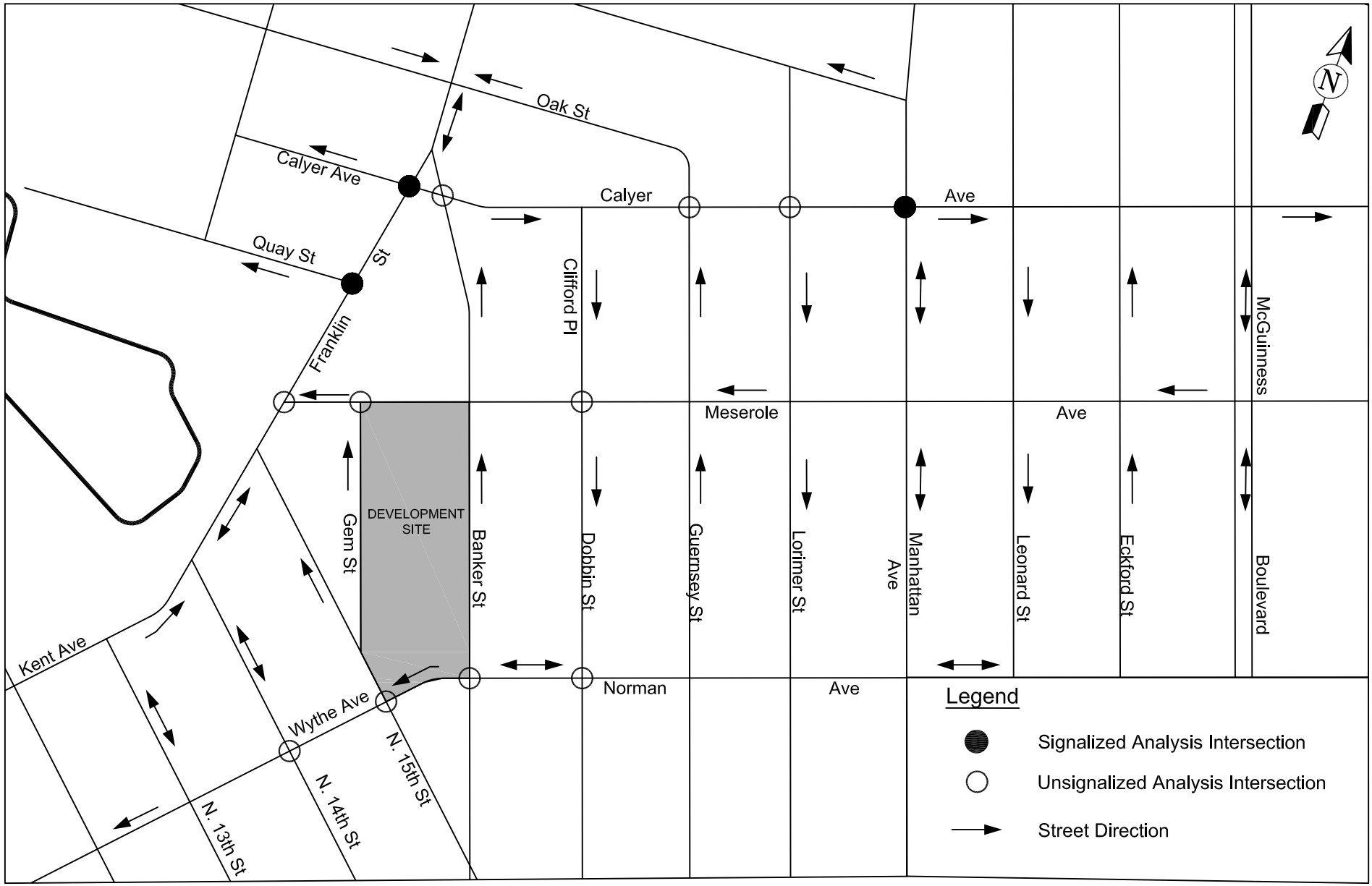
As the Proposed Development would exceed the minimum development density screening thresholds for a transportation analysis specified in Table 16-1 of the *CEQR Technical Manual*, a travel demand forecast ~~will be~~ was prepared to determine if the Proposed Development would generate 50 or more incremental vehicle trips in any peak hour. ~~If the Proposed Actions are found to generate 50 or more incremental vehicle trips per hour~~ Based on the forecast, the Proposed Development is expected to generate more than 50 incremental vehicle trips in the weekday AM and PM peak hours compared to No-Action conditions~~,~~. Vehicle trips in each of these peak hours were then assigned to the street network, and a total of 13 intersections where project-generated traffic is likely to exceed the 50-trip *CEQR Technical Manual* analysis threshold were selected for detailed analysis ~~specific intersections to be included for analysis will be identified~~ in consultation with the lead agency ~~based upon the assignment of project-generated traffic and the *CEQR Technical Manual* analysis threshold of 50 additional vehicle trips per hour. Known congested locations will also be considered.~~ (see **Figure 7**). These include the following:

Signalized Intersections

- Calyer Avenue @ Franklin Street
- Calyer Avenue @ Manhattan Avenue
- Franklin Street @ Quay Street

Unsignalized Intersections

- Calyer Avenue @ Banker Street
- Calyer Avenue @ Guernsey Street
- Calyer Avenue @ Lorimer Street



This figure is new to the Final Scope of Work

- Meserole Avenue @ Franklin Street
- Messerole Avenue @ Gem Street
- Meserole Avenue @ Dobbin Street
- Wythe Avenue @ North 14th Street
- Wythe Avenue @ North 15th Street
- Norman Avenue @ Banker Street
- Norman Avenue @ Dobbin Street

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

- Conduct a count program for traffic analysis locations that includes a mix of automatic traffic recorder (ATR) machine counts and intersection turning movement counts. If needed, vehicle classification counts and travel time studies (speed runs) will be conducted to provide supporting data for air quality and noise analyses. Turning movement count data will be collected at each analyzed intersection during the weekday AM and PM peak hours, and will be supplemented by a minimum of three weekdays of continuous ATR counts. Vehicle classification count data will be collected during each peak hour at several representative intersections along each of the principal corridors in the study area. The turning movement counts and vehicle classification counts will be conducted concurrently with the ATR counts. Where applicable, available information from recent studies in the vicinity of the study area will be compiled, including data from such agencies as the New York City Departments of Transportation (DOT) and City Planning (DCP).
- Inventory physical data at each of the analysis intersections, including street widths, number of traffic lanes and lane widths, pavement markings, turn prohibitions, bicycle routes and curbside parking regulations. Signal phasing and timing data for each signalized intersection included in the analysis will be obtained from DOT.
- Determine existing traffic operating characteristics at each analyzed intersection including capacities, volume-to-capacity (v/c) ratios, average vehicle delays, and levels of service (LOS) per lane group, per intersection approach, and per overall intersection. This analysis will be conducted using the 2000 Highway Capacity Manual (HCM) methodology with the latest approved Highway Capacity Software (HCS).
- Based on available sources, U.S. Census data and standard references including the *CEQR Technical Manual*, estimate the demand from other major developments planned in the vicinity of the Development Site by the 2024 analysis year. This will include total peak hour person and vehicular trips, and the distribution of trips by auto, taxi, and other modes. A truck trip generation forecast will also be prepared based on data from the *CEQR Technical Manual* and previous relevant studies. Mitigation measures accepted for all No-Action projects as well as other DOT initiatives will be included in the future No-Action network, as applicable.
- Compute the future 2024 No-Action traffic volumes based on approved background traffic growth rates for the study area (0.5 percent per year) and demand from major development projects expected to be completed in the future without the Proposed Actions. Incorporate any planned changes to the roadway system anticipated by 2024, and determine the No-Action v/c ratios, delays, and levels of services at analyzed intersections.
- Using Census data, standard references including the *CEQR Technical Manual*, data provided by Acme Smoked Fish on their projected future operations, and data from previous studies, develop a travel

demand forecast for the Development Site based on the net change in uses compared to the No-Action condition. For each analyzed peak hour, determine the net change in vehicle trips expected to be generated by the Proposed Actions as described in the TPF/TDF technical memorandum. Assign the net project-generated trips in each analysis period to likely approach and departure routes, and prepare traffic volume networks for the 2024 future with the Proposed Actions condition for each analyzed peak hour.

- Determine the v/c ratios, delays, and LOS at analyzed intersections for the With-Action condition and identify significant adverse traffic impacts in accordance with *CEQR Technical Manual* criteria.
- Identify and evaluate potential traffic mitigation measures, as appropriate, for all significantly impacted locations in the study area in consultation with the lead agency and DOT. Potential traffic mitigation could include both operational and physical measures such as changes to lane striping, curbside parking regulations and traffic signal timing and phasing, roadway widening, and the installation of new traffic signals. Where impacts cannot be fully or partially mitigated, they will be described as unavoidable adverse impacts.

Transit

According to the general thresholds used by the Metropolitan Transportation Authority (MTA) and specified in the *CEQR Technical Manual*, detailed transit analyses are generally not required if a proposed action is projected to result in fewer than 200 peak hour rail or bus transit trips. If a proposed action would result in 50 or more bus trips being assigned to a single bus route (in one direction), or if it would result in an increase of 200 or more trips at a single subway station or on a single subway line, a detailed bus or subway analysis would be warranted. Transit analyses typically focus on the weekday AM and PM peak hours as it is during these periods that overall demand on the subway and bus systems is greatest.

Based on the travel demand forecast provided in the TPF/TDF technical memorandum, ~~T~~the Proposed Actions are expected to generate a net increase of more than 200 additional peak hour subway trips at one or more stations, and will therefore require detailed analysis based on *CEQR Technical Manual* criteria. However, as detailed in the TPF/TDF technical memorandum provided in **Appendix 3**, the Proposed Actions are not expected to generate a net increase of 50 or more trips in one direction on any of the bus routes serving the Development Site in either the AM or PM peak hour. Therefore, ~~it is anticipated that~~ a detailed analysis of bus conditions ~~will~~ is not ~~be~~ warranted based on *CEQR Technical Manual* criteria. A qualitative discussion of local bus service will be included in the EIS.

SUBWAY

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

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

Pedestrians

Under *CEQR Technical Manual* criteria, a projected increase in pedestrian volumes of less than 200 persons per hour at any pedestrian element (sidewalk, corner area or crosswalk) is considered unlikely to result in a significant adverse impact and would therefore not warrant further analysis. Based on the level of new pedestrian demand likely to be generated by the Proposed Development, it is anticipated that project-generated pedestrian trips would exceed the 200-trip analysis threshold at a number of locations in one or more park hours. A detailed pedestrian analysis will therefore be prepared for the EIS focusing on those pedestrian elements exceeding the 200-trip analysis threshold. Pedestrian counts will be conducted at each analysis location and used to determine existing levels of service. No-Action and With-Action pedestrian volumes and levels of service will be determined based on approved background growth rates, trips expected to be generated by major projects in the vicinity of the study area, and project-generated demand.

~~The specific pedestrian facilities to be analyzed will be determined in consultation with the lead agency based upon the assignment of project-generated pedestrian trips and the *CEQR Technical Manual* analysis threshold of 200 incremental trips per hour.~~ Based on an assignment of pedestrian trips to sidewalks and crosswalks in the vicinity of the Development Site, a total of 19 pedestrian elements (13 sidewalks, two crosswalks and four corner areas) where project-generated demand is likely to exceed the 200-trip analysis threshold were selected for detailed analysis (refer to the TPF/TDF technical memorandum in **Appendix 3**). The analysis will evaluate the potential for incremental demand from the Proposed Actions to result in significant adverse impacts at these elements based on current *CEQR Technical Manual* criteria. Potential measures to mitigate any significant adverse pedestrian impacts will be identified and evaluated, as warranted, in consultation with the lead agency and DOT.

Vehicular and Pedestrian Safety

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

Parking

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

Task 11. Air Quality

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

Potential impacts on surrounding uses from the heating and hot water systems that would serve the Proposed Development will be assessed. Potential air quality and odor impacts from the future fish processing facility will also be assessed. The effect of heating and hot water systems associated with large or major emission sources in existing buildings on the Proposed Development will be analyzed. In addition, as the Development Site is located within a manufacturing zoned district, an analysis of emissions from existing industrial sources must be performed, as per the *CEQR Technical Manual*. Further details on the air quality analysis approach for the Proposed Actions are provided in **Appendix 4** to this document (Air Quality Analysis Methodology Memorandum).

Mobile Source Analysis

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

EMISSIONS MODELING

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

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

DISPERSION MODELING

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

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

Parking Garage Analysis

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

Stationary Source Analysis

HEATING AND HOT WATER SYSTEM ANALYSIS

The analysis of the heating and hot water systems of the Proposed Development will consider impacts following the procedures outlined in the *CEQR Technical Manual* to determine the potential for impacts on existing developments as well as the potential for "project-on-project impacts." The nearest existing or planned building of a similar or greater height will be analyzed as the potential receptor. If the results fail the initial screening, a refined modeling analysis will be prepared using the latest EPA-approved version of the AERMOD model and five years of representative meteorological data. Emission rates will be developed based on the size of the Proposed Development and assumptions developed to represent

boiler stack location(s). Concentrations of nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and particulate matter (PM_{10} and $PM_{2.5}$) will be determined at surrounding publicly-accessible locations. Receptors will be placed at publically accessible locations at ground level and at elevated locations on all facades at multiple elevations on adjacent buildings (including the Proposed Development) to identify maximum pollutant concentrations and concentration increments per the guidance provided in the *CEQR Technical Manual*.

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

LARGE/MAJOR SOURCE ANALYSIS

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

INDUSTRIAL SOURCE ANALYSES

- A land use review will be conducted to identify potential industrial source block/lots within 400 feet of the Development Site based on GIS data and field review of the area. In addition, DEP and NYSDEC permit records will be reviewed to identify permitted facilities within the study area.
- A field survey will be performed to confirm the operating status of existing permitted facilities and to identify any permitted sources of air toxics emissions.
- DEP permit records will be requested and reviewed for each potential industrial source block/lot. Permits for emergency generators, gas stations, boilers and ~~small~~ dry cleaners will be excluded from further consideration per DEP guidelines. Similarly, sites that are no longer in existence based on the field review will not be considered. Unpermitted sources identified in the field review will be considered for analysis.
- Short-term and annual emission rates for existing industrial sources will be determined based on the DEP permit data or estimated, as applicable. Depending on the type of source and data available in the permit file, this step may require research into typical emission rates from other facilities if detailed information for the subject facility is not available.
- The industrial source screening analysis per CEQR procedures will be completed to confirm the sites requiring detailed analysis.
- The fish processing facility constitutes an industrial use requiring analysis under CEQR. Information provided by the applicant will be used to develop assumptions regarding the pollutants emitted by all production processes associated with the proposed expanded facility (including combustion sources used for production), and the short-term and annual average emission rates will be developed based on the estimated increased production capacity. This could include review of permits for the existing facility. Once emission rates for the proposed expanded facility are established, the ~~CEQR industrial~~

~~source screening procedure~~EPA AERMOD dispersion model will be applied to estimate concentrations at the nearest off-site receptors and at the proposed commercial/office building on the Development Site (project-on-project impact). If the NYSDEC SGC and AGC are not exceeded, no further analysis will be required. If the criteria are exceeded, ~~a detailed analysis~~measures to avoid impacts will be ~~required~~identified.

- Potential impacts from odors associated with the proposed expanded facility on the commercial uses planned for the project site will be evaluated.
- If required, conduct a~~n~~ detailed analysis using the AERMOD ~~detailed analysis~~model for existing industrial sources ~~(existing or proposed)~~ that fail the screening analyses. Stack parameters will be obtained from permits or from coordination with the applicant. This task will involve developing a detailed receptor network and building information, AERMOD run setup (including specifying how industrial source emissions may vary by time of day, or season), and comparing the resulting modeled concentrations to the applicable standards from NYSDEC's DAR-1 AGC/SGC Tables.
- Potential cumulative impacts of multiple air pollutants will be determined based on the EPA's Hazard Index Approach for non-carcinogenic compounds and using the EPA's Unit Risk Factors for carcinogenic compounds. Both methods are based on equations that use EPA health risk information (established for individual compounds to determine the level of health risk posed by specific ambient concentrations of that compound. The derived values of health risk are additive and can be used to determine the total risk posed by multiple air pollutants.

Task 12. Greenhouse Gas Emissions and Climate Change

Greenhouse Gas Emissions

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

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

- *Building Operational Emissions*: GHG emissions from the Proposed Development will be estimated based on carbon intensity factors specified in the *CEQR Technical Manual*.
- *Mobile Source Emissions*: GHG emissions from vehicle trips to and from the Development Site will be quantified using trip distances and vehicle emission factors provided in the *CEQR Technical Manual*.
- *Potential Measures to Reduce GHG Emissions*: Design features and operational measures to reduce the Proposed Development's energy use and GHG emissions will be discussed to the extent that information is available.

- *Consistency with the City's GHG Reduction Goal*: Consistency of the Proposed Development and the Proposed Actions overall will be assessed. While the City's overall goal is to reduce GHG emissions by 30 percent below 2005 level by 2025, individual project consistency is evaluated based on building energy efficiency, proximity to transit, on-site renewable power and distributed generation, efforts to reduce on-road vehicle trips and/or to reduce the carbon fuel intensity or improve vehicle efficiency for project-generated vehicle trips, and other efforts to reduce the project's carbon footprint.

Climate Change

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

Task 13. Noise

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

The Proposed Development would generate vehicle trips, but given the background conditions and the anticipated project-generated traffic, it is not expected that project-generated traffic would be likely to result in significant adverse noise impacts. However, a screening assessment will be performed to determine whether there are any locations where there is the potential for the Proposed Development to result in significant noise impacts (i.e., doubling of Noise Passenger Car Equivalents [PCEs]) due to project-generated traffic. A detailed analysis of potential noise impacts due to outdoor mechanical equipment is not required as the outdoor mechanical equipment for any future development facilitated by the Proposed Actions would be required to meet applicable regulations, which are more stringent than *CEQR Technical Manual* impact criteria. The noise analysis will also examine the level of building attenuation necessary to meet CEQR interior noise level requirements. Further details on the noise analysis methodology and technical approach for the Proposed Actions are provided in **Appendix 5** (Noise Monitoring Approach Memorandum).

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

- Based on the traffic studies conducted for Task ~~9~~10, Transportation, a screening analysis will be conducted to determine whether there are any locations where there is the potential for the Proposed Development to result in significant noise impacts (i.e., doubling Noise PCEs) due to project-generated traffic. If it is determined that Noise PCEs would double at any sensitive receptor, a detailed analysis would be conducted in accordance with *CEQR Technical Manual* guidance.
- Appropriate noise descriptors for building attenuation purposes would be selected. Based on CEQR criteria, the noise analysis will examine the L_{10} and the one-hour equivalent ($L_{eq(1)}$) noise levels.
- Existing noise levels will be measured at receptor locations adjacent to the Development Site. At each receptor site, 20-minute measurements will be performed during typical weekday AM, midday, and PM peak periods (coinciding with the traffic peak periods). Noise measurements will be recorded in

conformance with *CEQR Technical Manual* procedures, and measured noise level descriptors will include equivalent noise level (L_{eq}), maximum level (L_{max}), minimum level (L_{min}), and statistical percentile levels such as L_1, L_{10}, L_{50}, and L_{90}. A summary table of existing measured noise levels will be provided as part of the EIS.

- Following procedures outlined in the *CEQR Technical Manual* for assessing mobile source noise impacts, future No-Action and With-Action noise levels will be estimated at the noise receptor locations based on acoustical fundamentals. All projections will be made with L_{eq} noise descriptor.
- The level of building attenuation necessary to satisfy CEQR requirements (a function of the exterior noise levels) will be determined based on the highest L_{10} noise level estimated at each monitoring site. If required, an enforceable legal mechanism will be proposed to memorialize building attenuation requirements, such as (E) designations placed pursuant to Section 11-15 of the New York City Zoning Resolution.

Task 14. Public Health

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

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

Task 15. Neighborhood Character

Neighborhood character is established by numerous factors, including land use patterns, the scale of its development, the design of its buildings, the presence of notable landmarks, and a variety of other physical features that include traffic and pedestrian patterns, noise, etc. The Proposed Development has the potential to alter certain elements contributing to the affected area's neighborhood character. Therefore, a neighborhood character analysis will be provided in the EIS.

A preliminary assessment of neighborhood character will be provided in the EIS to determine whether changes expected in other technical analysis areas—land use, zoning, and public policy; socioeconomic conditions; open space; historic and cultural resources; urban design and visual resources; transportation; and noise—may affect a defining feature of neighborhood character. The preliminary assessment will:

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

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

Task 16. Construction

Construction impacts, though temporary, can have a disruptive and noticeable effect on the adjacent community, as well as people passing through the area. Construction impacts are usually important when construction activity has the potential to affect transportation conditions, archaeological resources and the integrity of historic resources, community noise levels, air quality conditions, or mitigation of hazardous materials. Projects with overall construction periods lasting longer than two years and that are near to sensitive receptors (i.e., residences, open spaces, etc.) should undergo a preliminary impact assessment according to the *CEQR Technical Manual*. Construction of the Proposed Development is expected to take place over a period greater than two years, and is therefore considered long-term. This chapter of the EIS will provide a preliminary impact assessment following the guidelines in the *CEQR Technical Manual*. The preliminary assessment will evaluate the duration and severity of the disruption or inconvenience to nearby sensitive receptors. Technical areas to be assessed include the following:

- **Transportation Systems:** In accordance with *CEQR Technical Manual* methodologies, the travel demand that would be generated during construction of the Proposed Development will be forecasted to identify the expected number of vehicle, transit (bus and subway) and pedestrian trips from construction workers and equipment. Based on the trip projections of activities associated with peak construction for the Proposed Development, an assessment of potential transportation impacts during construction and how they are compared to the trip projections under the operational condition will be provided. If this effort identifies the need for a separate detailed analysis, such analysis will be prepared. The assessment will also evaluate the potential effects of construction activities on streets, sidewalks, bicycle and bus lanes, and transit access points adjacent to projected development sites, where applicable.
- **Air Quality:** The construction air quality impact section will contain a detailed discussion of emissions from on-site construction equipment, on-road construction-related vehicles, and fugitive dust. The analysis will qualitatively review the projected activity and equipment in the context of intensity, duration, and location of emissions relative to nearby sensitive locations, and identify any project-specific control measures required to further reduce the effects of construction and to ensure that significant impacts on air quality do not occur. Potential construction-related air quality impacts will be assessed and addressed quantitatively.
- **Noise:** The construction noise impact section will contain a detailed discussion of noise from each phase of construction activity. Appropriate recommendations will be made to comply with NYCDEP Rules for Citywide Construction Noise Mitigation and the New York City Noise Control Code. The analysis will qualitatively review the projected activity and equipment in the context of intensity, duration, and location of emissions relative to nearby sensitive locations, and identify any project-specific control measures required to further reduce construction noise. If the potential for construction-related noise impacts are identified, such impacts will be assessed and addressed quantitatively.
- **Other Technical Areas:** As appropriate, the construction assessment will discuss other areas of environmental concern, including Land Use and Neighborhood Character, Socioeconomic Conditions, Community Facilities, Open Space, Historic and Cultural Resources, and Hazardous Materials, for potential construction-related impacts.

Task 17. Mitigation

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

Task 18. Alternatives

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

Task 19. Summary EIS Chapters

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

- **Unavoidable Adverse Impacts:** summarizes any significant adverse impacts that are unavoidable if the Proposed Actions are implemented regardless of the mitigation employed (or if mitigation is not feasible).
- **Growth-Inducing Aspects of the Proposed Project:** which generally refer to "secondary" impacts of the Proposed Development that trigger further development.
- **Irreversible and Irretrievable Commitments of Resources:** which summarizes the Proposed Development and its impact in terms of the loss of environmental resources (loss of vegetation, use of fossil fuels and materials for construction, etc.), both in the immediate future and in the long term.

Task 20. Executive Summary

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

Appendix 1

Responses to Comments on the Draft Scope of Work

ACME FISH EXPANSION
CEQR NO. 20DCP009K

Response to Comments on The Draft Scope of Work for a Draft Environmental Impact Statement

A. INTRODUCTION

This document summarizes and responds to public comments regarding the issues to be addressed in the Draft Environmental Impact Statement (DEIS) as described in the Draft Scope of Work (DSOW), issued on July 26, 2019, for the Acme Fish Expansion project (the "Proposed Actions"). Oral and written comments were received during the public scoping meeting held by the New York City Department of City Planning (DCP) on behalf of the New York City Planning Commission (CPC) on August 27, 2019. Written comments were accepted through the close of the public comment period, which ended at 5:00 PM on September 6, 2019. Appendix 2 contains the written comments received with respect to the DSOW. The Final Scope of Work (FSOW) issued on October 30, 2020 has been modified to incorporate and address substantive public comments on the DSOW where relevant and appropriate.

Section B of the Response to Comments, below, lists the elected officials, organizations, and individuals that provided comments on the DSOW. Section C contains a summary of the relevant and substantive comments received by the lead agency and a response to each. These summaries convey the substance of the comments made, but do not necessarily quote the comments verbatim. Comments are organized by subject matter and generally parallel the chapter structure of the DSOW. Comments unrelated to the effects of the Proposed Actions on the quality of the environment are included under Section D, "Miscellaneous". The organization and/or individual that commented is identified after each comment. Where more than one commenter expressed a similar view, the comments have been grouped and addressed together.

B. LIST OF ELECTED OFFICIALS, ORGANIZATIONS, AND INDIVIDUALS THAT COMMENTED ON THE DRAFT SCOPE OF WORK

Elected Officials

1. Eric L. Adams, Brooklyn Borough President; written submission dated September 6, 2019, and oral statement delivered by Richard Bearak at public scoping meeting.
2. Stephen Levin, New York City Councilmember; written submission dated August 27, 2019 and oral statement delivered by Elizabeth Adams at public scoping meeting.

Organizations and Interested Public

3. Leah Archibald, Evergreen; written submission dated August 27, 2019, and oral statement at public scoping meeting.
4. Steve Chesler; oral statement at public scoping meeting.
5. Ian Marshall, 32-BJ; oral statement at public scoping meeting.
6. Katherine Thompson, Friends of Bushwick & the Park; oral statement at public scoping meeting.

C. COMMENTS AND RESPONSES ON THE DRAFT SCOPE OF WORK

1. Land Use, Zoning, and Public Policy

Comment 1.1: It is important that this proposal includes consideration of the neighborhood and surrounding industrial area's wider zoning and land use policy. (Levin) This proposed project would rezone the site from M3-1 to an M1-5, allowing 5 FAR of unrestricted commercial development within an Industrial Business Zone. (2)

Response 1.1: As stated in the DSOW, the DEIS will provide an assessment of the Proposed Development's potential impacts on zoning and public policy, including the Greenpoint-Williamsburg Industrial Business Zone. The public policy assessment will be conducted in accordance with *CEQR Technical Manual* methodology. Additionally, as part of Task 3, "Socioeconomic Conditions," the potential for direct and indirect business displacement as a result of the Proposed Actions will be evaluated.

Comment 1.2: We are grateful that Acme and developers Rubenstein Partners have crafted a proposal that both expands commercial development and retains industrial real estate in the Greenpoint-Williamsburg Industrial Business Zone (IBZ). We believe that if the mixed commercial/ manufacturing concept is done correctly it will result in no net loss of manufacturing space while allowing for additional commercial development. (3)

Response 1.2: Comment noted.

Comment 1.3: In our Brownfield Opportunity Area Plan, Evergreen has recommended an ideal ratio for mixed industrial/commercial developments of 33% industrial space to 66% commercial. The (industrial) ratio in this project is 17%, which falls short of the target set forth in our BOA plan. However, the proposed percentage does align with the ratio approved through the IBIA project at 25 Kent. Additionally, the industrial space is not speculative; Acme will be the owner/operator on site. (3)

The 17% seems like an opportunity to invest in the legacy of our industrial neighbor. (6)

Response 1.3: Comment noted. As stated in the DSOW, the Land Use, Zoning, and Public Policy chapter of the EIS will describe the mix of uses in the Proposed Development, and evaluate their consistency with uses in the surrounding study area and with relevant public policy. It should be noted that the proposed Development Site falls outside the study area for the North Brooklyn BOA Plan discussed in the comment.

2. Socioeconomic Conditions

Comment 2.1: This expansion will allow Acme to increase the number of production and administrative jobs on the site. A significant amount of Acme's current and projected future workforce is local, meaning that their expansion will have a direct economic impact on the local community. (3)

The significant investment in the facility will allow Acme to grow in place within a state of the art production facility purposely built for their needs, ensuring that the proposed expansion will provide high quality employment opportunities for many years to come. (3)

I recognize the value and necessity of supporting the growth of our local businesses and investing in and retaining local jobs. (2)

I welcome the idea of keeping jobs, and manufacturing jobs, in the neighborhood. (4)

Response 2.1: Comment noted.

Comment 2.2: In examining the impact of this rezoning, or any rezoning, we hope that DCP considers how it will affect access to jobs and the quality of these jobs to the people of this community. (5)

Response 2.2: As stated in the DSOW and in accordance with the *CEQR Technical Manual*, the DEIS will assess the potential impacts of the Proposed Actions on local businesses, in terms of the potential to cause indirect business displacement or impacts on specific industries. Also refer to response to Comment 2.3.

Comment 2.3: We estimate that this development will lead to the creation of 18 janitorial jobs and approximately 8 security jobs. (5)

We hope that the environmental review will take the issue of jobs for building service workers seriously. (5)

Response 2.3: As discussed in the FSOW, the Proposed Actions would facilitate the development of an approximately 109,300 gsf new and improved Acme Smoked Fish processing facility, approximately 496,800 gsf of commercial office space, and approximately 33,800 gsf of local retail space. The Proposed Development is expected to create approximately 1,987 new office jobs, and 102 retail jobs, and retain approximately 140 industrial jobs. These estimates generally account for building service jobs, such as janitorial and security jobs, which are inherent to any building operations.

3. Open Space

Comment 3.1: With this improvement and expansion of jobs in the neighborhood, we have to make sure that there's enough open space to accommodate the new people and the new workers. (6)

Response 3.1: As outlined in the DSOW, Task 4, "Open Space" of the EIS will include a detailed analysis of indirect effects of the Proposed Actions on open space. The analysis methodology, which is outlined in the DSOW, will be conducted in accordance with *CEQR Technical Manual* guidance, and will consider the effects of the new workers that would be introduced by the Proposed Actions on the ratio of available open space to the worker population.

4. Urban Design and Visual Resources

Comment 4.1: Photographs referenced in determining the pedestrian experience should be taken from the vantage point of a person being on the sidewalk and from sidewalk locations and not from the street. (1)

Response 4.1: The FSOW has been updated to state that, in accordance with *CEQR Technical Manual* guidance, the DEIS will include photographs of existing conditions and illustrations of future conditions from the perspective of the sidewalk at pedestrian height.

5. Water and Sewer Infrastructure

Comment 5.1: Maximum consideration should be given to diverting stormwater runoff from the Newtown Creek Wastewater Treatment Plant (WWTP). As the directly affected service area is shared by the

WWTPs, the detailed assessments should be based on the recommended reconsideration for establishing the criteria for determining development sites. In addition, there should be consideration given as to the possibilities of incorporating blue and/or green roof features, NYCDEP rain gardens, expanded tree pit management infrastructure, and other green infrastructure measures to mitigate stormwater and flooding. (1)

Response 5.1: **The Proposed Development would be required to comply with all New York City Department of Buildings (DOB) requirements with respect to drainage and flooding. In addition, the Proposed Development would be required to incorporate Best Management Practices (BMPs) to limit stormwater from the site, in conformance with DEP requirements. Although the EIS would describe the range of possible measures, specific BMP methods will be determined in consultation with DEP during the site connection approval process, which would occur post-CPC approval. The EIS will consider the potential effects of the Proposed Actions on the City's water and sewer infrastructure systems in accordance with *CEQR Technical Manual* methodology.**

Comment 5.2: Stormwater and sewer is an issue. Areas around the North 5th Street pier and Wallabout have flooded. Need to ensure that our infrastructure is upgraded to handle the wastewater, and the building, especially in the industrial processes that are expanding, should try to put innovative ways to deal with wastewater and stormwater. (4)

Response 5.2: **As noted in the DSOW, the EIS will analyze the Proposed Actions' potential effects on the water, wastewater, and stormwater infrastructure in accordance with *CEQR Technical Manual* methodologies. Also see response to Comment 5.1.**

6. Transportation

Comment 6.1: Including all these additional parking spaces promotes car culture. Consider promoting alternative modes of transportation, including bikes. (4)

Response 6.1: **The Proposed Development is not seeking parking waivers and will include space for bike and car parking in accordance with zoning requirements. The DEIS will assess the Proposed Development's parking demand and potential impacts on the traffic network.**

Comment 6.2: Take safety into consideration in terms of vehicle flow in the vicinity of the building. (4)

Response 6.2: **As outlined in the DSOW, and in accordance with *CEQR Technical Manual* guidance, the EIS will include an evaluation of vehicular and pedestrian safety. As stated under Task 10 of the DSOW, the transportation analyses in the EIS will identify high crash locations at analyzed intersections. If any high crash locations are identified, the potential for vehicle and/or pedestrian trips resulting from the Proposed Actions to adversely affect vehicular and pedestrian safety will be assessed, and practicable measures to enhance pedestrian/bicycle safety will be described.**

7. Greenhouse Gas Emissions and Climate Change

Comment 7.1: It is recommended that design features to reduce energy consumption and GHG emissions include passive house construction, blue and/or green roof assembly, solar energy measures, and wind turbines. (1)

Response 7.1: **As stated under Task 12 of the DSOW, an assessment of greenhouse gas (GHG) emissions associated with the Proposed Development will be provided in the EIS. As building design progresses, design features such as these may be incorporated into the Proposed Development.**

If the building design has progressed sufficiently to identify features to be incorporated to reduce energy consumption, they would be discussed in the GHG chapter of the EIS.

Comment 7.2: The City Council passed a climate emergency provision, and the project is two blocks from Bushwick Inlet, within the 500-year flood plain. Need something really aggressive in terms of how the building is going to use energy. (4)

Response 7.2: As indicated in the DSOW, as the proposed Development Site is located within the flood hazard zone, the potential effects of climate change on the Proposed Development will be evaluated in the DEIS. As part of Task 13, "Greenhouse Gas Emissions and Climate Change," a qualitative discussion of the potential effects of climate change and potential design measures that could be incorporated into the Proposed Development will be provided.

Comment 7.3: We have to invest in really sustainable design practices that are going to be looking ahead to this climate crisis emergency. This is an opportunity to study how new development can be integrated and looking ahead and be very forward thinking in terms of flooding and sea level rise and integrating a super modern infrastructure that will connect our open spaces and our waterfront with innovative design. (6)

Response 7.3: Comment noted. As the Development Site is located within a 100-year flood zone, the Proposed Development is being designed to incorporate flood mitigation measures with wet and dry floodproofing strategies. The Proposed Development would be designed and constructed in accordance with all applicable City and State flooding and erosion regulations, including New York City Administrative Code, Title 28, Section 104.9 ("Coastal Zones and Water-Sensitive Inland Zones"). Also see response to Comments 5.1, 7.1 and 7.2 above.

D. MISCELLANEOUS

Comment D.1: We are particularly glad to have an innovative proposal that will allow Acme Smoked Fish to expand in its long-time home in the Greenpoint Williamsburg IBZ and appreciate the creative approach that Acme Smoked Fish and Rubenstein Partners have undertaken in developing this commercial/manufacturing mixed use development. We are excited to see it come to fruition and hope that the model will be both successful and replicable. (3)

Response D.1: Comment noted.

Comment D.2: We urge the applicant team to work with the Department of City Planning and local building officials to find a way to memorialize M zoning in the text without delaying the approval process. (6)

While I strongly support Acme's development proposal, the zoning should include a mechanism to require the proposed amount of industrial apace in order to safeguard against any future contingencies and maintain the industrial mixed-use policy in North Brooklyn's IBZs. (2)

Response D.2: Comment noted. The DSOW describes the Applicant's purpose and need for the Proposed Actions. The Proposed Actions are intended to allow Acme Smoked Fish, a long-standing industrial use in the neighborhood, to remain in Greenpoint, by constructing a new flexible, purpose-built facility, and keeping the current plant operational during construction. The Proposed Development seeks to enable the cost of a new state-of-the-art factory for Acme Smoked Fish to be offset by allowing a mix of complementary uses. Amending the zoning to facilitate the preservation of an existing industrial use while allowing greater commercial density would achieve this objective. Moreover, it should be noted that the proposed zoning changes

would retain M-zoning on the Development Site and continue to permit industrial as well as commercial uses, while increasing the allowable density from 2.0 FAR to 5.0 FAR. The Applicant is currently working with DCP staff and elected officials to identify feasible ways of documenting the commitment to providing industrial space on the Development Site.

Comment D.3: We believe that any investigation of a project like this should consider development that will sustain leading standards in the building service industry and provide options for doing so. (5)

We believe that the best way to make sure that developments have a positive impact on building service workers is for developers to make a formal commitment to pay a prevailing wage. In light of this, we are pleased to let you know that the developers affiliated with this project, Rubenstein Partners and Acme Smoked Fish, who have roots in the community, have committed to create a prevailing wage to building services jobs at this site. (5)

Response D.3: Comment noted. The developer has entered into a recognition agreement with the union.

Comment D.4: We are in full support of this project. (5) In favor of expanding genuine manufacturing in our neighborhood. (6)

Response D.4: Comment noted.

Comment D.5: Agree with the applicant's assertion that the proposed map is in alignment with the Industrial Business Incentive Area (IBIA) Special Permits recently approved for nearby blocks in the Greenpoint-Williamsburg IBZ. (3)

Response D.5: Comment noted. As discussed in the "Purpose and Need" section of the DSOW, the Proposed Actions are intended to create opportunities for industrial uses, such as Acme Smoked Fish, that have limited siting opportunities, and maintain the light industrial and manufacturing character of the area while allowing a mix of other complementary uses that are permitted within the proposed M1-5 zoning district. The applicant believes the proposed zoning map amendment is consistent with recently approved zoning actions in the surrounding area, including several Industrial Business Incentive Area (IBIA) Special Permits. In addition, the applicant believes the combined industrial/commercial Proposed Development is in keeping with the City's policy of encouraging the retention and expansion of industrial businesses, especially in IBZ areas, by providing increased commercial floor area and acknowledging the site constrains that such developments may entail.

Appendix 2

Written Comments on the Draft Scope of Work

OFFICE OF THE BROOKLYN BOROUGH PRESIDENT

ERIC L. ADAMS
President

September 6, 2019

Olga Abinader
Acting Director
Environmental Assessment and Review Division
New York City Department of City Planning
120 Broadway, 31st Floor
New York, NY 10271-3100

Re: Acme Fish Expansion Draft Scope of Work Comments

Dear Acting Director Abinader:

I am writing to submit comments in response to the proposed scope of work for the Draft Environmental Impact Statement (DEIS) for the Acme Fish Expansion.

I understand that speakers from the community raised concerns regarding the extent that there might be additional workers competing for the enjoyment of Bushwick Inlet Park, especially given that there is no apparent timetable for which the northern section of the park would be completed. With regard to the environment, there were questions about the possibility of an emissions effect from the proposed development on climate change and greenhouse gases. Also noted was the site being located in a flood zone and, therefore, the possibility of inundation from storm surge. Concern was also noted with regard to the adequacy of stormwater and waste water capacity.

Enclosed are my formal comments on the Draft Scope of Work. These comments take into consideration matters pertaining to climate change and greenhouse gas emissions, urban design and visual resources, and water and sewer infrastructure.

Should you have any questions, please feel free to contact Richard Bearak, my director of land use, at (718) 802-4057 or rbearak@brooklynbp.nyc.gov.

Thank you for your consideration.

Sincerely,

Eric L. Adams
Brooklyn Borough President

Enc.

cc: Dealice Fuller, chair, Brooklyn Community Board 1 (CB 1)
Winston Von Engel, Brooklyn office director, New York City Department of City Planning

ELA/rb

Comments of Brooklyn Borough President Eric L. Adams
In Response to the Proposed Scope of Work for the
Draft Environmental Impact Statement (DEIS) for
Acme Fish Expansion

E. PROPOSED SCOPE OF WORK FOR THE EIS

Task 1. Project Description
No Comment.

Task 2. Land Use, Zoning and Public Policy
No Comment.

Task 3. Socioeconomic Conditions
No Comment.

Task 4. Open Space
No Comment.

Task 5. Shadows
No Comment.

Task 6. Historic and Cultural Resources (Architectural)
No Comment.

Task 7. Urban Design and Visual Resources
Photographs referenced in determining the pedestrian experience should be taken from the vantage point of a person being on the sidewalk and from sidewalk locations as opposed to the street.

Task 8. Hazardous Materials
No Comment.

Task 9. Water and Sewer Infrastructure
It is Borough President Adams' policy to promote a resilient and sustainable Brooklyn, and he believes that maximum consideration should be given to diverting stormwater runoff from the Newtown Creek Wastewater Treatment Plant (NCWWTP). As the directly affected service area is shared by the WWTPs, the detailed assessments should be based on the recommended reconsideration for establishing the criteria for determining development sites. In addition, there should be consideration given as to the possibilities of incorporating blue and/or green roof features, New York City Department of Environmental Protection (DEP) rain gardens, expanded tree pit management infrastructure, and other green infrastructure measures to mitigate stormwater and flooding.

Task 10. Transportation
No Comment.

Task 11. Air Quality
No Comment.

Task 12. Greenhouse Gas (GHG) Emissions and Climate Change
The section notes that relevant measures to reduce energy consumption and GHG emissions that could be incorporated into the proposed project will be discussed and quantified for their potential to reduce GHG emissions from the proposed project. Such a discussion would assess the extent to which such measures would be practicable as reduction measures. It is recommended that such design features include passive house construction, blue and/or green roof assembly, solar energy measures, and wind turbines.

Task 13. Noise
No Comment.

Task 14. Public Health
No Comment.

Task 15. Neighborhood Character
No Comment.

Task 16. Construction
No Comment.

Task 17. Mitigation
No Comment.

Task 21. Alternatives
No Comment.

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THE COUNCIL OF
THE CITY OF NEW YORK

STEPHEN T. LEVIN

COUNCIL MEMBER, 33rd DISTRICT, BROOKLYN

August 27, 2019

Department of City Planning, City of New York
Environmental Assessment and Review Division

Re: Proposed Draft Scope of Work for an Environmental Impact Statement for Acme Fish Expansion

Good afternoon, my name is Stephen Levin, Council Member of the 33rd District in Brooklyn. Acme Fish has been a beloved Brooklyn business since its inception in the early 1900s, providing smoked and packaged fish to New Yorkers for the past 100 years. The development proposal presented today would help enable the company to grow and expand its business into in a larger three-story facility from the existing low-scale building at 30 Gem Street.

As the local Council Member of the area, I recognize the value and necessity of supporting the growth of our local businesses and investing in and retaining local jobs. I have been a proud supporter of the services and employment opportunities Acme Fish has provided our communities and recognize what it's meant to Brooklyn.

With that understanding, it is important that this proposal includes consideration of the neighborhood and surrounding industrial area's wider zoning and land use policy. This proposed project would rezone the site from M3-1 to M1-5, allowing 5.0 FAR of unrestricted commercial development within an Industrial Business Zone (IBZ). While I strongly support Acme's development proposal, the zoning should include a mechanism to require the proposed amount of industrial space in order to safeguard against any future contingencies and maintain the industrial mixed-use policy in North Brooklyn's IBZs.

I look forward to continuing to work closely with Acme, the Department of City Planning, and local stakeholders to achieve this goal while continuing to expedite this important project for the future of Greenpoint, Brooklyn.

Sincerely,

Stephen T. Levin
NYC Council Member
33rd District

EVERGREEN

Your North Brooklyn Business Exchange

August 27, 2019

To Whom it May Concern:

I am writing on behalf of Evergreen to express our support for the Acme Smoked Fish Expansion. We are grateful that Acme and developers Rubenstein Partners have crafted a proposal both expands commercial development and retains industrial real estate in the Greenpoint Williamsburg Industrial Business Zone (IBZ).

As you know, Evergreen is supportive of the mixed commercial/manufacturing concept. We believe that if it is done correctly it will result in no net loss of manufacturing space while allowing for additional commercial development. We are particularly glad to have an innovative proposal that will allow Acme Smoked Fish to expand in its long-time home in the Greenpoint Williamsburg IBZ and appreciate the creative approach that Acme Smoked Fish and Rubenstein Partners have undertaken in developing this commercial/manufacturing mixed use development. We are excited to see it come to fruition, and hope that the model will be both successful and replicable.

Acme's local expansion is constrained by the existing condition of its real estate holdings and zoning regulations. In recent years Acme has chosen to expand its operations outside of its longtime home in Brooklyn. This mixed-use project will allow them to create a significant manufacturing expansion on the site that they have occupied for almost 70 years. This expansion will allow Acme to increase the number of production and administrative jobs on the site. A significant amount of Acme's current and projected future workforce is local, meaning that their expansion will have a direct economic impact on the local community. Finally, the significant investment in the facility will allow Acme to grow in place in a state of the art production facility purpose built for their needs, ensuring that the proposed expansion will provide high quality employment opportunities for many years to come.

We agree with the applicant's assertion that the proposed map is in alignment with the Industrial Business Incentive Area (IBIA) Special Permits recently approved for nearby blocks in the Greenpoint Williamsburg IBZ. In our Brownfield Opportunity Area Plan Evergreen has recommended an ideal ratio for mixed industrial /commercial developments of 33% industrial space to 66% commercial. This ratio in this project is 17%, which falls short of the target set forth in our BOA plan. However, the proposed percentage does align with the ratio approved through the IBIA project at 25 Kent. Additionally, the industrial space is not speculative; Acme will be the owner/operator on site, and this family owned business has a 114 year long track record of industrial operations. We want the applicant to be able to complete this project in a timely fashion, and to be able to expand operations as soon as possible. However, we urge the applicant team to work with Department of City Planning and local building officials to find a way to memorialize the M zoning in the text without delaying the approval process.

We wish Acme Smoked Fish and Rubenstein Partners the greatest success with this project, and we fervently hope that it will serve as a model for creative and equitable development in NYC and beyond.

Sincerely,

Leah Archibald, Executive Director, Evergreen

2 Kingsland Ave. | Brooklyn, NY 11211 | T 718 388-7287 | F 718 963-1905 | EVERGREENEXCHANGE.ORG

Appendix 3

Draft Transportation Planning Factors and Travel Demand Forecast Memorandum

Philip Habib & Associates
Engineers and Planners • 102 Madison Avenue • New York, NY 10016 • 212 929 5656 • 212 929 5605 (fax)

DRAFT

TECHNICAL MEMORANDUM

TO: **NYCDCP**

FROM: **Philip Habib & Associates**

DATE: **October 25, 2019**
(Revised September 9, 2020)

PROJECT: **Acme Fish Expansion (PHA No. 1817)**

RE: **Transportation Planning Factors and Travel Demand Forecast**

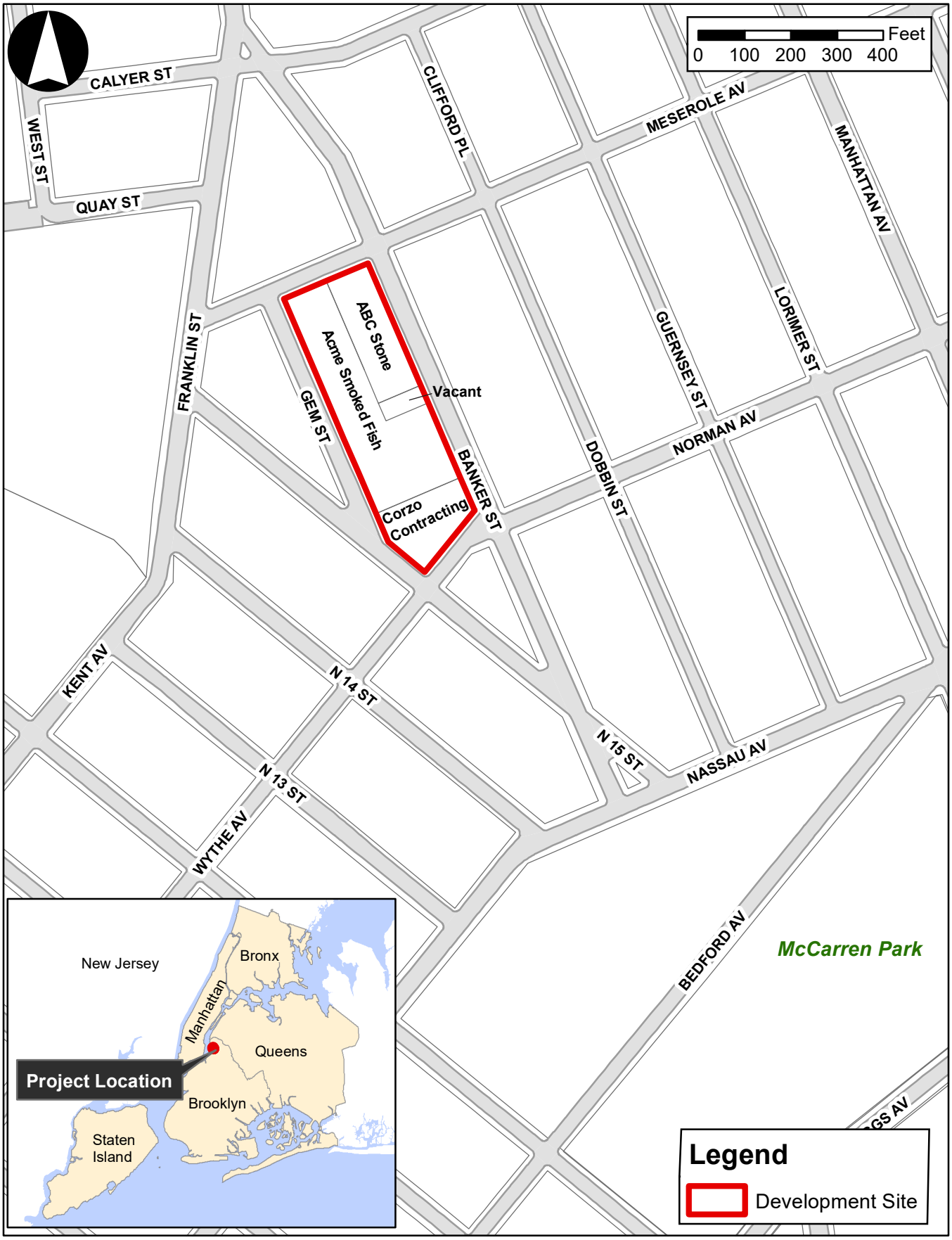
This memorandum summarizes the transportation planning factors to be used for the analyses of traffic, parking, transit, and pedestrian conditions for the Acme Fish Expansion project. Estimates of the peak travel demand for the Proposed Actions' reasonable worst-case development scenario (RWCDS) are provided, along with a discussion of trip assignment methodologies and study area definitions.

THE PROPOSED ACTIONS

The Proposed Actions involve a zoning map amendment, zoning text amendment, and Large-Scale General Development special permits for a Development Site encompassing the entirety of Brooklyn Block 2615 in the Greenpoint-Williamsburg Industrial Business Zone (IBZ) in Brooklyn Community District 1. As shown in **Figure 1**, the Development Site, which contains approximately 116,756 square feet (sf) of lot area, is bounded by Meserole Avenue on the north, Wythe Avenue on the south, Banker Street on the east and Gem Street and North 15th Street on the west. The existing Acme Smoked Fish Company ("Acme") facility currently occupies lots 1, 21, 25 and 50, and is comprised of four interconnected one- to two-story buildings with a total of approximately 72,885 sf of built floor area. The Development Site also includes Lot 6, which contains ABC Stone, a stone supplier occupying a 2-story building (approximately 21,500 sf); a single-story vacant building with approximately 3,800 sf on Lot 19; and open storage for Corzo Contracting Company, a utility construction company that occupies the southern portion of the block (Lot 125).

The existing Acme facility has limited capacity and an outdated and aging plant. Upgrading the existing facility would be both cost-prohibitive and infeasible as it would necessitate ceasing operations for an

Project Location



extended period of time. The intent of the Proposed Actions is to provide the company with a new flexible, purpose-built facility that would allow them to consolidate their processing operations at their existing location in Greenpoint, Brooklyn. Warehousing and distribution functions would be relocated to a facility in New Jersey. The Proposed Actions seek to enable the cost of a new state-of-the-art factory for Acme to be offset by allowing a mix of complementary uses. Amending the zoning to preserve manufacturing while allowing greater commercial density above would achieve this objective.

THE REASONABLE WORST CASE DEVELOPMENT SCENARIO (RWCDS)

In order to assess the potential effects of the Proposed Actions, a RWCDS for both "future without the Proposed Actions" (No-Action) and "future with the Proposed Actions" (With-Action) conditions is analyzed for an analysis year of 2024. As per the RWCDS, the No-Action scenario assumes that the existing M3-1 zoning would remain and the Proposed Development would not be constructed. It is anticipated that, without a new state-of-the-art purpose-built facility for its operations, Acme Smoked Fish would strongly consider relocating outside of New York State. As such, for analysis purposes it is assumed that in the absence of the Proposed Actions Acme Smoke Fish would vacate its buildings on the site (Lots 1, 21, 25, and 50). Lot 6, which is currently occupied by ABC Stone, is also expected to be vacated in the No-Action, as the business is currently in the process of moving out. Based on existing and anticipated real estate market trends, existing structures and site conditions, and uses allowed by existing zoning, it is expected that those vacated buildings would be re-occupied. As such, the No-Action scenario assumes that Acme's and ABC Stone's vacated buildings would be re-occupied by a mix of eating/drinking/entertainment establishments, creative office and warehouse uses. The vacant building on Lot 19, which is the smallest lot on the block, is assumed to be re-occupied by restaurant use in the No-Action. Finally, the No-Action scenario assumes that Lot 125, which currently accommodates parking and open storage, would be redeveloped with a new three-story commercial building with distillery, creative office, dance studio and restaurant uses. (For travel demand forecasting purposes, the dance studio use is conservatively included in the creative office category.)

Overall, as shown in **Table 1**, the No-Action condition for the Development Site is assumed to consist of a total of 148,085 gsf (excluding parking), comprised of approximately 35,225 gsf of restaurant/entertainment uses, 66,750 gsf of creative office space, 28,610 gsf of warehousing spaces, and 17,500 gsf of light industrial (distillery) space, as well as an estimated 107 accessory parking spaces.

Under the With-Action scenario, the Proposed Development would be comprised of a total of 639,900 gsf of new development (excluding parking), including a total of approximately 33,800 gsf of retail space, approximately 496,800 gsf of office space and approximately 109,300 gsf of light industrial/manufacturing space (a new processing facility for Acme). As shown in **Table 1**, compared to the No-Action condition, the Proposed Actions would result in a net incremental increase of 33,800 gsf of local retail space, 430,050 gsf of office space and 91,800 gsf of light industrial/manufacturing space. There would also be a net incremental decrease of 35,225 gsf of restaurant/entertainment uses and 28,610 gsf of warehousing space. On-site accessory parking on the Development Site would increase by approximately 43 spaces to a total of approximately 150.

TABLE 1
2024 RWCDS No-Action and With-Action Land Uses
for the Travel Demand Forecast

Land Use	No-Action Condition	With-Action Condition	Net Increment
Commercial			
Local Retail	0 gsf	33,800 gsf	+ 33,800 gsf
Office	66,750 gsf	496,800 gsf	+ 430,050 gsf
Restaurant/Entertainment	35,225 gsf	0 gsf	- 35,225 gsf
Total Commercial	***101,975 gsf***	***530,600 gsf***	***+ 428,625 gsf***
Light Industrial/Manufacturing/Warehousing			
Light Industrial/Manufacturing (Acme)	0 gsf	109,300 gsf	+ 109,300 gsf
Light Industrial/Manufacturing (Distillery)	17,500 gsf	0 gsf	- 17,500 gsf
Warehousing	28,610 gsf	0 gsf	- 28,610 gsf
Total Light Industrial/Manufacturing/Warehousing	***46,110 gsf***	***109,300 gsf***	***+ 63,190 gsf***
Total Floor Area	***148,085 gsf***	***639,900 gsf***	***+ 491,815 gsf***
Parking			
Accessory Parking Spaces	107	150	+ 43

TRANSPORTATION PLANNING FACTORS

The trip generation rates, temporal and directional distributions, modal splits, vehicle occupancies and truck trip factors used to forecast travel demand for local retail, office, general light industrial/manufacturing, restaurant and warehousing land uses are summarized in **Table 2**. They were based on factors cited in the 2014 *City Environmental Quality Review (CEQR) Technical Manual*, American Association of State Highway Transportation Officials (AASHTO) Census Transportation Planning Products (CTPP) reverse journey-to-work five-year data, data from *ITE Trip Generation Manual, 10th Edition* (Land Use Code 150 - Warehousing), data from a 2019 mode choice survey of office workers in Williamsburg conducted by PHA, New York City Department of Transportation (DOT) survey data, and factors developed for recent environmental reviews including the May 2016 *25 Kent Avenue EAS*, the 2017 *12 Franklin Street EAS*, the 2018 *Jerome Avenue Rezoning FEIS* and the 2016 *East New York Rezoning Proposal FEIS.* Factors are shown for the weekday AM and PM peak hours (typical peak periods for commuter travel demand) and the weekday midday and Saturday peak hours (typical peak periods for retail demand). To reflect the mixed-use nature of the Proposed Development, it was assumed for the purposes of the travel demand forecast that 25 percent of all local retail trips on weekdays would be linked to other proposed uses on the site, consistent with *CEQR Technical Manual* guidance. A five percent linked-trip factor was assumed for the Saturday peak hour reflecting the fact that there would be substantially less office, light industrial and warehousing travel demand on weekends.

TABLE 2: Transportation Planning Factors

Land Use:	Local Retail		Office		Light Industrial/ Manufacturing		Restaurant		Warehousing	
Trip Generation										
	(1)		(1)		(2)		(3)		(4)	
Weekday	205		18.0		14.7		179.0		1.9	
Saturday	240		3.9		2.2		139.0		0.2	
	per 1,000 sf		per 1,000 sf		per 1,000 sf		per 1,000 sf		per 1,000 sf	
Temporal Distribution										
	(1)		(1)		(2)		(3)		(4)	
AM	3.0%		12.0%		13.2%		1.0%		6.0%	
MD	19.0%		15.0%		11.0%		13.7%		8.0%	
PM	10.0%		14.0%		14.2%		7.7%		5.0%	
Saturday	10.0%		17.0%		10.7%		11.6%		11.0%	
Modal Splits										
	(5)		(6,3)		(3,7)		(3)		(3,7)	
	All Periods		AM/PM/SAT	MD	AM/PM/SAT	MD	All Periods		AM/PM/SAT	MD
Auto	11.0%		12.1%	2.0%	40.7%	2.0%	20.0%		40.7%	2.0%
Taxi/Rideshare	0.0%		5.9%	1.0%	0.1%	1.0%	10.0%		0.1%	1.0%
Subway	3.0%		45.7%	7.0%	35.8%	7.0%	15.0%		35.8%	7.0%
Bus	2.0%		6.2%	7.0%	5.4%	7.0%	15.0%		5.4%	7.0%
Ferry	0.0%		2.7%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%
Bike	0.0%		15.3%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%
Walk Only/Other	84.0%		12.1%	83.0%	18.0%	83.0%	40.0%		18.0%	83.0%
	100.0%		100%	100%	100%	100%	100%		100%	100%
In/Out Splits	(8)		(8)		(2)		(3)		(4)	
	In	Out	In	Out	In	Out	In	Out	In	Out
AM	50%	50%	94.0%	6.0%	88.0%	12.0%	94.0%	6.0%	65.0%	35.0%
MD	47%	53%	39.0%	61.0%	50.0%	50.0%	65.0%	35.0%	50.0%	50.0%
PM	44%	56%	5.0%	95.0%	12.0%	88.0%	65.0%	35.0%	24.0%	76.0%
Saturday	55%	45%	60.0%	40.0%	47.0%	53.0%	63.0%	37.0%	64.0%	36.0%
Vehicle Occupancy										
	(2)		(6)		(7)		(3)		(7)	
Auto	2.00		1.15		1.11		2.20		1.11	
Taxi	2.00		1.85		1.11		2.30		1.11	
Truck Trip Generation:	(1)		(1)		(2)		(2)		(4)	
Weekday	0.35		0.32		0.67		3.60		0.35	
Saturday	0.04		0.01		0.67		3.60		0.03	
	per 1,000 sf		per 1,000 sf		per 1,000 sf		per 1,000 sf		per 1,000 sf	
Truck Temporal Distribution:	(1)		(1)		(2)		(3)		(9)	
AM	8.0%		10.0%		14.0%		6.0%		14.0%	
MD	11.0%		11.0%		9.0%		6.0%		9.0%	
PM	2.0%		2.0%		1.0%		1.0%		1.0%	
Saturday	11.0%		11.0%		0.0%		0.0%		9.0%	
Truck In/Out Splits:										
	In	Out	In	Out	In	Out	In	Out	In	Out
All Periods	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%

Notes:

(1) Based on data from the 2014 *CEQR Technical Manual.*

(2) Based on data from the *East New York Rezoning Proposal FEIS* , 2016.

(3) Based on data from the *12 Franklin Street EAS, 2017*.

(4) Based on data from *ITE Trip Generation Manual, 10th Edition,* Land Use Code 150 (Warehousing).

(5) Based on DOT Brooklyn transit zone survey data provided by DCP.

(6) Based on 2019 PHA mode choice survey data for an office use in Williamsburg, Brooklyn.

(7) Based on 2012-2016 ACS Reverse Journey-to-Work census data for Kings County census tracts 557, 561, 565, 569, 571, 573 and 575.

(8) Based on data cited in the *25 Kent Avenue EAS* , 2016.

(9) Based on data from the *Jerome Avenue Rezoning FEIS,* 2018.

It should also be noted that the data from the 2019 office worker mode choice survey indicate that, depending on the distance to nearby subway stations and bus and ferry stops, some office workers commuting to/from Williamsburg use taxi/rideshare services to travel between transit facilities and their workplace. Given the distance between the Development Site and the Bedford Avenue (L) subway station (0.6 mile), and the Greenpoint and North Williamsburg ferry stops (both 0.7 mile), some subway and ferry trips generated by the Proposed Actions' office component are also expected to use taxi/rideshare services. (As the Nassau Avenue (G) subway station and nearby bus routes are located within ¼-mile of the Development Site, trips to/from these transit services are expected to be made on foot.) As shown in **Table 3**, based on the 2019 survey data and anticipated demand at the Bedford Avenue (L) subway station and nearby ferry stops, it is estimated that 2.4 percent of office commuter trips would use both the subway and a taxi/ridershare service and that 0.9 percent would use a combination of the ferry and taxi/rideshare modes. Overall, it is estimated that a total of approximately 9.2 percent of trips generated by the Proposed Actions's office component in the weekday AM and PM and Saturday peak hours would therefore arrive or depart the Development Site via taxi/rideshare services.

TABLE 3: Breakdown of Office Taxi/Rideshare Demand

Taxi/Rideshare Trip Type	Percent
Taxi/Rideshare Trip Only	5.9%
Trip to/from Subway	2.4%
Trip to/from Ferry	0.9%
Total	9.2%
Source: June 2019 PHA survey of office workers in Williamsburg.	

As discussed previosuly, the Proposed Actions' RWCDS includes a new flexible, purpose-build facility for Acme that would allow for consolidation of processing operations at the Development Site in the With-Action condition. Warehousing and distribution functions would be relocated to a facility in New Jersey. Based on the existing workforce and projected employment under the Proposed Actions, it is anticipated that production staff at Acme would total approximately 80 workers, while administrative/sales staff would total approximately 60 workers. Data on the travel demand characteristics (e.g., temporal distribution, mode choice, etc.) of the existing Acme workforce were used to forecast the travel demand that would be generated by administrative/sales staff in the typical weekday AM and PM commuter peak hours and weekday midday (lunchtime) period. Production staff are expected to generate little if any travel demand during these periods as they would typically arrive in the early morning period (i.e., prior to 6:00 AM) and depart in mid-afternoon (i.e., after 2:30 PM). In addition, as operations at the proposed Acme facility would primarily occur on weekdays, it would also generate little, if any travel demand on Saturdays.

The forecast of travel demand generated by Acme administrative/sales staff conservatively assumes that all of these workers would arrive during the weekday AM peak hour and depart during the PM peak hour, and that 80 percent would depart and return to the facility during the midday peak hour. Based

on the travel demand characteristics of the existing Acme workforce, it is estimated that approximately 58 percent of administrative/sales staff would drive to work, with the remaining 42 percent traveling by the transit or walk modes. The factors for office employees shown in **Table 2** were used to estimate the taxi, subway, bus and walk mode shares, as well as the vehicle occupancies for these administrative/sales staff trips.

The numbers of truck trips that would be generated by the proposed Acme facility were estimated based on data provided by Acme. Each weekday, the existing Acme plant currently receives approximately eight deliveries by truck during the AM hours, and dispatches finished product on approximately ten outbound trucks over the course of the day. In addition, Acme uses a fleet of 16 single-unit trucks for local deliveries. These trucks typically depart the plant between 2:00 AM and 7:00 AM and return between 12:00 PM and 5:00 PM. Under the Proposed Actions, warehousing and distribution functions would be relocated to a facility in New Jersey resulting in a substantial reduction in the number of Acme-related truck trips at the Development Site. Acme projects that in the future approximately six trucks would make deliveries to the plant each weekday prior to 7:00 AM, and an additional six trucks would transport finished product from the plant to the off-site distribution facility between 7:00 AM and 3:00 PM. Trucks making local deliveries would no longer originate/terminate at the Development Site. For analysis purposes it is conservatively assumed that 50 percent of all daily truck trips would occur during the AM and midday peak hours, with three trucks arriving/departing in each of these periods.

TRIP GENERATION

The net incremental change in person and vehicle trips expected to result from the Proposed Actions by the 2024 analysis year was derived based on the net change in land uses shown in **Table 1**, the transportation planning factors shown in **Tables 2 and 3**, and the data on travel demand characteristics and projected future workforce provided by Acme and described above. **Tables 4 and 5** show estimates of the net incremental change in peak hour person trips and vehicle trips (versus the No-Action condition) that would occur in 2024 with implementation of the Proposed Actions. These data are further summarized in **Table 6**. As shown in **Table 4**, under the RWCDS, the Proposed Actions would generate a net increase of approximately 1,046 person trips (in + out combined) in the weekday AM peak hour, 1,347 in the weekday midday, 1,139 in the weekday PM and 483 in the Saturday peak hour. As shown in **Table 6**, peak hour vehicle trips (including auto, taxi and truck trips) would increase by a net total of approximately 215 and 180 (in + out combined) in the weekday AM and PM peak hours, respectively, and decrease by a net total of 47 and five trips in the weekday midday and Saturday peak hours, respectively. These vehicle-trip totals assume that a portion of subway and ferry commuters would arrive and depart the site via taxi/rideshare services. Peak hour subway trips would increase by a net total of approximately 418, 438 and 64 trips during the weekday AM and PM, and Saturday peak hours, respectively, and decrease by a net total of 13 trips in the weekday midday. Bus trips would increase by approximately 51 in the weekday AM peak hour and five in the weekday PM peak hour, and decrease by 24 and 53 trips in the weekday midday and Saturday peak hours, respectively. There would also be 27, 30 and eight new ferry trips in the weekday AM and PM, and Saturday peak hours, respectively, and trips by bike would increase by 148, 171 and 45 during these same periods. Lastly, trips

made entirely on foot (walk-only trips) would increase by 216, 1,495, 371 and 457, during the weekday AM, midday and PM, and Saturday peak hours, respectively.

TABLE 4: RWCDS Travel Demand Forecast – Incremental Person Trips

Land Use:		Local Retail [a,b]		Office		Light Industrial		Restaurant		Warehousing		Acme [d,e]		Total	
Size/Units:		33,800 gsf		430,050 gsf		-17,500 gsf [c]		-35,225 gsf		-28,610 gsf		109,300 gsf			
Peak Hour Trips:															
	AM	156		929		-34		-63		-3		61		1,046	
	MD	987		1,161		-28		-864		-4		95		1,347	
	PM	520		1,084		-37		-486		-3		61		1,139	
	Saturday	771		285		-4		-568		-1		0		483	
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
AM	Auto	9	9	105	7	-12	-2	-12	-1	-1	0	31	0	120	13
	Taxi	0	0	52	3	0	0	-6	0	0	0	4	0	50	3
	Subway	2	2	398	25	-11	-1	-9	-1	-1	0	14	0	393	25
	Bus	2	2	54	3	-2	0	-9	-1	0	0	2	0	47	4
	Ferry	0	0	24	2	0	0	0	0	0	0	1	0	25	2
	Bike	0	0	134	9	0	0	0	0	0	0	5	0	139	9
	Walk/Other	65	65	106	7	-5	-1	-23	-1	-1	0	4	0	146	70
	Total	**78**	**78**	**873**	**56**	**-30**	**-4**	**-59**	**-4**	**-3**	**0**	**61**	**0**	**920**	**126**
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
MD	Auto	51	58	9	14	0	0	-112	-60	0	0	1	1	-51	13
	Taxi	0	0	5	7	0	0	-56	-30	0	0	1	0	-50	-23
	Subway	14	16	32	50	-1	-1	-84	-45	0	0	3	3	-36	23
	Bus	9	10	32	50	-1	-1	-84	-45	0	0	3	3	-41	17
	Ferry	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Walk/Other	390	439	375	587	-12	-12	-226	-122	-2	-2	40	40	565	930
	Total	**464**	**523**	**453**	**708**	**-14**	**-14**	**-562**	**-302**	**-2**	**-2**	**48**	**47**	**387**	**960**
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
PM	Auto	24	32	7	124	-2	-13	-63	-34	0	-1	0	31	-34	139
	Taxi	0	0	3	61	0	0	-32	-17	0	0	0	4	-29	48
	Subway	7	9	25	470	-2	-11	-47	-26	0	-1	0	14	-17	455
	Bus	5	6	3	64	0	-2	-47	-26	0	0	0	2	-39	44
	Ferry	0	0	1	28	0	0	0	0	0	0	0	1	1	29
	Bike	0	0	8	158	0	0	0	0	0	0	0	5	8	163
	Walk/Other	192	245	7	125	-1	-6	-126	-68	0	-1	0	4	72	299
	Total	**228**	**292**	**54**	**1,030**	**-5**	**-32**	**-315**	**-171**	**0**	**-3**	**0**	**61**	**-38**	**1,177**
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Saturday	Auto	47	38	21	14	-2	-2	-72	-42	0	0	0	0	-6	8
	Taxi	0	0	10	7	0	0	-36	-21	0	0	0	0	-26	-14
	Subway	13	10	78	51	-1	-1	-54	-32	0	0	0	0	36	28
	Bus	8	7	11	7	0	0	-54	-32	0	0	0	0	-35	-18
	Bike	0	0	26	17	1	1	0	0	0	0	0	0	27	18
	Walk/Other	357	291	21	14	0	0	-142	-83	-1	0	0	0	235	222
	Total	**425**	**346**	**172**	**113**	**-2**	**-2**	**-358**	**-210**	**-1**	**0**	**0**	**0**	**236**	**247**

Notes:

[a] 25% linked-trip credit applied to weekday local retail trips.

[b] 5% linked-trip credit applied to Saturday local retail trips.

[c] Demand from No-Action light industrial/manufacturing (distillery) uses.

[d] Based on data provided by Acme, there would be a total of approximately 60 administrative staff who would generate travel demand during the typical weekday AM, midday and PM peak hours. Demand from an additional 80 production staff would typically occur outside of these peak periods.

[e] Assumes a 58% auto/taxi mode share for administrative staff based on data provided by Acme. Auto/taxi split, transit/walk split and vehicle occupancies based on factors for office workers. Conservatively assumes all administrative staff would arrive/depart in the AM/PM peak hours, and that 80% would depart and return to the proposed facility in the midday peak hour.

TABLE 5: RWCDS Travel Demand Forecast – Incremental Vehicle Trips

Land Use:		Local Retail [a,b]		Office		Light Industrial		Restaurant		Warehousing		Acme [d,e]		Total	
Size/Units:		33,800 gsf		430,050 gsf		-17,500 gsf [c]		-35,225 gsf		-28,610 gsf		109,300 gsf			
Vehicle Trips :		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
AM	Auto	5	5	91	6	-11	-2	-5	0	-1	0	27	0	106	9
	Taxi [f]	0	0	47	47	0	0	-3	-3	0	0	2	2	46	46
	Truck	0	0	7	7	-1	-1	-4	-4	-1	-1	3	3	4	4
	Total	**5**	**5**	**145**	**60**	**-12**	**-3**	**-12**	**-7**	**-2**	**-1**	**32**	**5**	**156**	**59**
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
MD	Auto	26	29	8	12	0	0	-51	-27	0	0	1	1	-16	15
	Taxi [f]	0	0	7	7	0	0	-37	-37	0	0	0	0	-30	-30
	Truck	1	1	8	8	-1	-1	-4	-4	0	0	3	3	7	7
	Total	**27**	**30**	**23**	**27**	**-1**	**-1**	**-92**	**-68**	**0**	**0**	**4**	**4**	**-39**	**-8**
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
PM	Auto	12	16	6	108	-2	-12	-29	-15	0	-1	0	27	-13	123
	Taxi [f]	0	0	54	54	0	0	-21	-21	0	0	2	2	35	35
	Truck	0	0	1	1	0	0	-1	-1	0	0	0	0	0	0
	Total	**12**	**16**	**61**	**163**	**-2**	**-12**	**-51**	**-37**	**0**	**-1**	**2**	**29**	**22**	**158**
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Saturday	Auto	24	19	18	12	-2	-2	-33	-19	0	0	0	0	7	10
	Taxi [f]	0	0	14	14	0	0	-25	-25	0	0	0	0	-11	-11
	Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	**24**	**19**	**32**	**26**	**-2**	**-2**	**-58**	**-44**	**0**	**0**	**0**	**0**	**-4**	**-1**

Notes:

[a] 25% linked-trip credit applied to weekday local retail trips.

[b] 5% linked-trip credit applied to Saturday local retail trips.

[c] Demand from No-Action light industrial/manufacturing (distillery) uses.

[d] Based on data provided by Acme, there would be a total of approximately 60 administrative staff who would generate travel demand during the typical weekday AM, midday and PM peak hours. Demand from an additional 80 production staff would typically occur outside of these peak periods.

[e] Assumes a 58% auto/taxi mode share for administrative staff based on data provided by Acme. Auto/taxi split, transit/walk split and vehicle occupancies based on factors for office workers. Conservatively assumes all administrative staff would arrive/depart in the AM/PM peak hours, and that 80% would depart and return to the proposed facility in the midday peak hour.

[f] Office taxi trips include an additional 34, 38 and 10 trips (inbound + outbound, combined) in the AM, PM and Saturday peak hours, respectively, to account for transit riders using taxi/rideshare services to access the Bedford Avenue subway station or the ferry.

TABLE 6: Travel Demand Forecast Summary

				Person Trips																	
Peak	Vehicle Trips[1]			Subway			Bus			Ferry			Bike			Walk			Pedestrian Trips[2]		
Hour	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
AM	156	59	215	393	25	418	47	4	51	25	2	27	139	9	148	146	70	216	581	99	680
MD	-39	-8	-47	-36	23	-13	-41	17	-24	0	0	0	0	0	0	565	930	1,495	488	970	1,458
PM	22	158	180	-17	455	438	-39	44	5	1	29	30	8	163	171	72	299	371	15	794	809
Saturday	-4	-1	-5	36	28	64	-35	-18	-53	5	3	8	27	18	45	235	222	457	235	235	470

Notes:

[1] Includes 34, 38 and 10 taxi/rideshare vehicle trips to/from the Bedford Avenue (L) subway station and nearby ferry stops in the AM, PM and Saturday peak hours.

[2] Includes walk-only trips and pedestrians en route to/from nearby subway stations and bus and ferry stops. Excludes transit/ferry trips using taxi/rideshare services to access the site.

LEVEL 1 SCREENING ASSESSMENT

The *CEQR Technical Manual* describes a two-level screening procedure for the preparation of a "preliminary analysis" to determine if quantified operational analyses of transportation conditions are warranted. As discussed in the following sections, the preliminary analysis begins with a trip generation (Level 1) analysis to estimate the numbers of person and vehicle trips attributable to the proposed action. According to the *CEQR Technical Manual*, if a proposed action is expected to result in fewer than 50 peak hour vehicle trips and fewer than 200 peak hour transit or pedestrian trips, further quantified analyses are not warranted. When these thresholds are exceeded, detailed trip assignments (a Level 2 assessment) are to be performed to estimate the incremental trips that could occur at specific transportation elements and to identify potential locations for further analysis. If the trip assignments show that the proposed action would generate 50 or more peak hour vehicle trips at an intersection, 200 or more peak hour subway trips at a station, 50 or more peak hour bus trips in one direction along a bus route, or 200 or more peak hour pedestrian trips traversing a sidewalk, corner area or crosswalk, then further quantified operational analyses may be warranted to assess the potential for significant adverse impacts on traffic, transit, pedestrians, vehicular and pedestrian safety, and parking.

Traffic

Based on *CEQR Technical Manual* guidelines, a quantified traffic analysis is typically required if a proposed action would result in 50 or more vehicle trip ends in a peak hour at one or more intersections. As shown in **Table 6**, under the RWCDS, the net number of incremental vehicle trips—215, -47, 180 and -5 in the weekday AM, midday and PM, and Saturday peak hours, respectively—would exceed the 50-trip threshold only in the AM and PM periods, and a Level 2 screening analysis is therefore warranted for these periods to determine which intersections would require quantified analysis. Further analysis of the weekday midday and Saturday peak hours is not warranted.

Transit

According to the general thresholds used by the Metropolitan Transportation Authority and specified in the *CEQR Technical Manual*, detailed transit analyses are generally not required if a proposed action is projected to result in fewer than 200 peak hour rail or bus transit riders. If a proposed action would result in 50 or more bus passengers being assigned to a single bus route in one direction, or if it would result in an increase of 200 or more passengers at a single subway station or on a single subway line, a detailed bus and/or subway analysis would be warranted. Transit analyses typically focus on the weekday AM and PM commuter peak hours as it is during these periods that overall demand on the subway and bus systems is usually highest.

As shown in **Table 6**, the Proposed Actions are expected to generate approximately 418 and 438 incremental subway trips in the weekday AM and PM peak hours. As these numbers of trips would exceed the 200-trip *CEQR Technical Manual* analysis threshold, a Level 2 screening analysis is warranted to determine which subway stations and routes would require quantified analysis. As also shown in

Table 6 the Proposed Actions are expected to generate only 51 incremental trips by bus in the weekday AM peak hour and five new trips by bus in the PM peak hour. A total of four NYC Transit bus routes operate within ¼-mile of the Development Site (the B32, B43, B48 and B62), and the number of incremental trips in one direction on any one of these routes would not exceed the 50-trip *CEQR Technical Manual* analysis threshold. Therefore, a detailed analysis of bus conditions under the Proposed Actions is not warranted.

Pedestrians

According to *CEQR Technical Manual* guidelines, a quantified analysis of pedestrian conditions is typically required if a proposed action would result in 200 or more peak hour pedestrian trips at any pedestrian element (sidewalk, corner area or crosswalk). As shown in **Table 6**, the Proposed Actions' RWCDS would generate an incremental demand of approximately 680, 1,458, 809 and 470 total pedestrian trips (including walk-only trips and pedestrians en route to and from nearby subway stations and bus and ferry stops) in the weekday AM, midday and PM, and Saturday peak hours, respectively. As the numbers of trips in each of these periods would exceed the 200-trip threshold, a Level 2 screening analysis is warranted to determine which pedestrian elements would require quantified analysis.

LEVEL 2 SCREENING ASSESSMENT

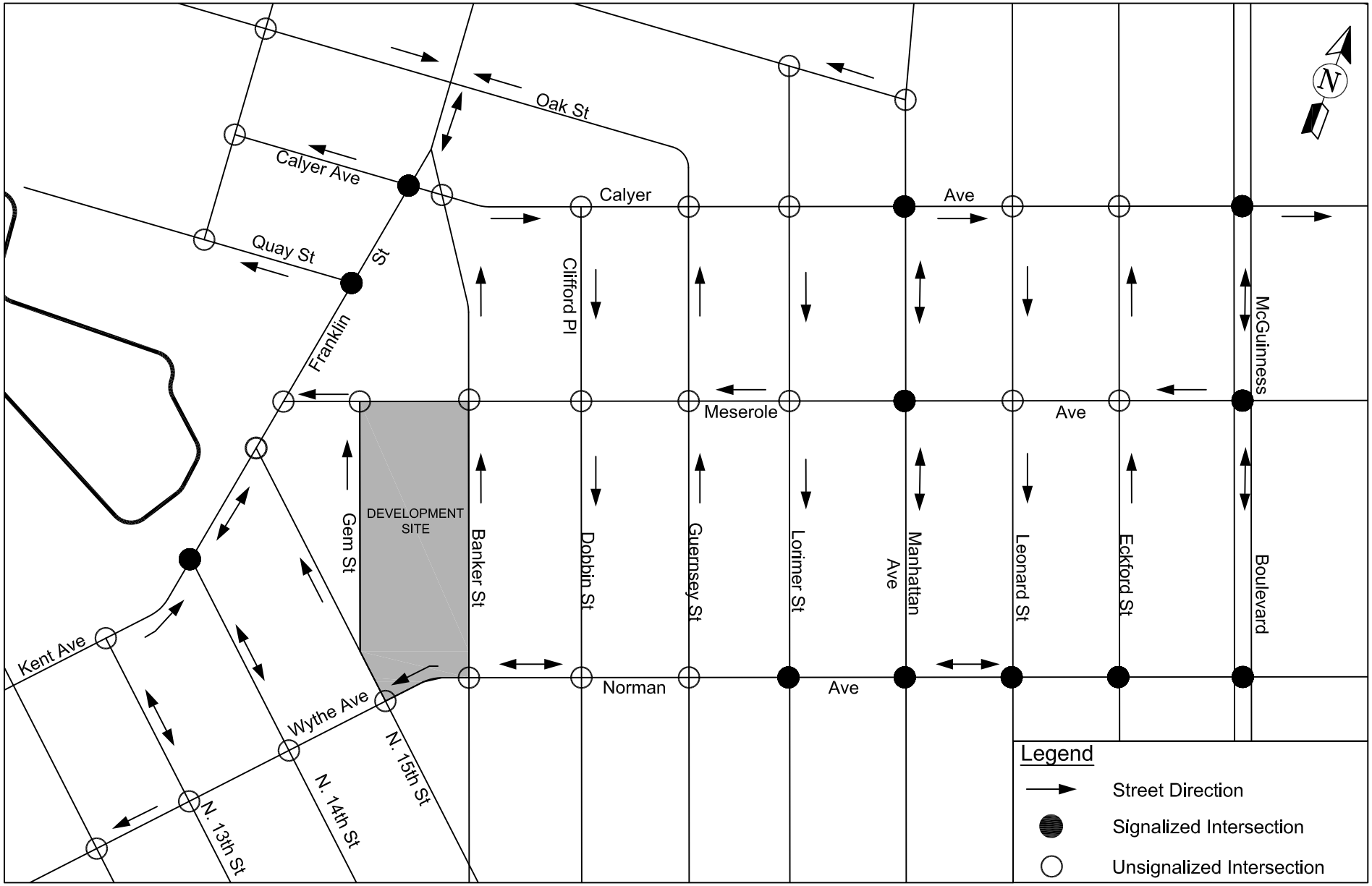
Traffic

Area Street Network

As shown in **Figure 2**, the street network in proximity to the Development Site is comprised of an irregular grid pattern of collector and one-way local streets. Many of the intersections along local streets are stop-controlled, with traffic signals more common along collector streets and arterial roadways.

The Development Site itself is bordered by Banker Street on the east, North 15th and Gem streets on the west, Meserole Street on the north and Wythe Avenue on the south. **Banker Street** is a one-way northbound local street that typically operates with one moving lane plus parking along both curbs. A striped bicycle lane is located outboard of the parking lane along the west curb. **North 15th Street** and **Gem Street** are also one-way northbound local streets, and they typically operate with one to two moving lanes plus parking along both curbs. Both **Meserole Avenue** and **Wythe Avenue** are one-way westbound local streets that typically operate with one moving lane plus parking along both curbs. East of Banker Street, Wythe Avenue becomes **Norman Avenue**, which operates two-way with one moving lane plus curbside parking in each direction. Another local street that is expected to be used by project-generated traffic is **Calyer Street** which runs parallel and to the north of Meserole Avenue. Calyer Street operates one-way eastbound, typically with one moving lane plus parking along both curbs.

To the west of the Development Site is **Franklin Street**, a two-way, north-south collector street that operates with one moving lane plus a striped curbside bicycle lane in the northbound direction, and one moving lane, a striped bicycle lane and a curbside parking lane in the southbound direction. South of



Acme Fish Expansion

Figure 2
Street Network

North 14th Street, Franklin Street becomes **Kent Avenue** which operates one-way northbound with one moving lane plus a two-way striped bicycle path along the west curb. Both Franklin Street and Kent Avenue are DOT-designated Local Truck Routes. NYC Transit B32 buses operate along Franklin Street in both directions, and along Kent Avenue (northbound only). Another collector street of note is **Manhattan Avenue** located to the east of the Development Site. Manhattan Avenue is a commercial corridor that operates two-way in a north-south orientation with one moving lane plus curbside parking in each direction. NYC Transit B43 and B62 buses operate along the street.

The primary arterial roadway in proximity to the Development Site is **McGuinness Boulevard** located approximately 0.4 mile to the east. McGuinness Boulevard is a two-way north-south roadway that operates with two moving lanes plus curbside parking in each direction. A raised median separates northbound and southbound traffic, and left-turn bays are provided at many intersections. McGuinness Boulevard is a DOT-designated Local Truck Route and provides a connection to the Brooklyn-Queens Expressway (I-278) to the south of the Development Site.

Traffic Assignment and Analyzed Intersections

As shown in **Table 6** and discussed above, the Proposed Actions' RWCDS is expected to result in a net incremental increase of approximately 215 and 180 vehicle trips during the weekday AM and PM peak hours, respectively. As these traffic volumes would exceed 50 trips in each peak hour (the *CEQR Technical Manual* Level 1 screening threshold for a detailed analysis), an assignment of net increment traffic volumes was prepared for each period to help identify individual intersections for analysis (a Level 2 screening assessment).

The assignments of auto and taxi trips to the street network in proximity to the Development Site were based on the anticipated origins and destinations of vehicle trips associated with the different land uses projected under the RWCDS (i.e., office/light industrial/warehouse and local retail/restaurant). The origins/destinations of office/light industrial/warehouse uses were based on 2012-2016 American Community Survey (ACS) five-year reverse journey-to-work data. Origins/destinations for local retail/restaurant uses that generate mostly local trips were based on population density in proximity to the Development Site and surrounding neighborhoods within a 0.5-mile radius. **Tables 7 and 8** show the directional distributions of auto and taxi trips by land use based on the origin/destination data. Using these distributions, auto and taxi trips were first assigned to various portals on the periphery of Greenpoint/Williamsburg, and from there via the most direct route to the Development Site. Some taxi trips were also assigned to routes connecting the Development Site to nearby transit facilities (i.e., the Bedford Avenue (L) subway station and the North Williamsburg and Greenpoint ferry stops) to reflect the use of taxi/ridesharing services by some transit riders. As the Proposed Actions' RWCDS includes on-site accessory parking, auto trips were assigned directly to the proposed parking garage entrance on Gem Street. (Although some drivers will likely park on-street in the area, assigning all trips to the Development Site can be considered a conservative approach with respect to the traffic impact analysis as it concentrates project traffic at intersections in proximity to the site rather than dispersing it to outlying streets.)

TABLE 7: Directional Distributions of Auto/Taxi Trips for Office/Light Industrial/Warehouse Uses

Land Use	Bronx	Brooklyn	Manhattan	Queens	Staten Island	Long Island	New Jersey/PA	Upstate	Other Out-of-State
Office/Light Industrial/Warehouse	3.3%	31.0%	2.1%	22.5%	5.3%	25.5%	3.1%	5.2%	2.0%

Notes: Based on 2012-2016 ACS five-year reverse journey-to-work data.

TABLE 8: Directional Distributions of Auto/Taxi Trips for Local Retail/Restaurant Uses

Land Use	North	South	East
Local Retail/Restaurant	29%	44%	27%

Notes: Based on population density within ¼-mile of the Development Site.

Taxis were generally assigned to the building frontages on Gem Street and Banker Street. Trucks were assigned to DOT-designated truck routes—i.e., McGuinness Boulevard and Kent Avenue/Franklin Street (both Local Truck Routes)—and then to the most direct paths to and from the Proposed Development's loading docks on Meserole Avenue and Banker Street.

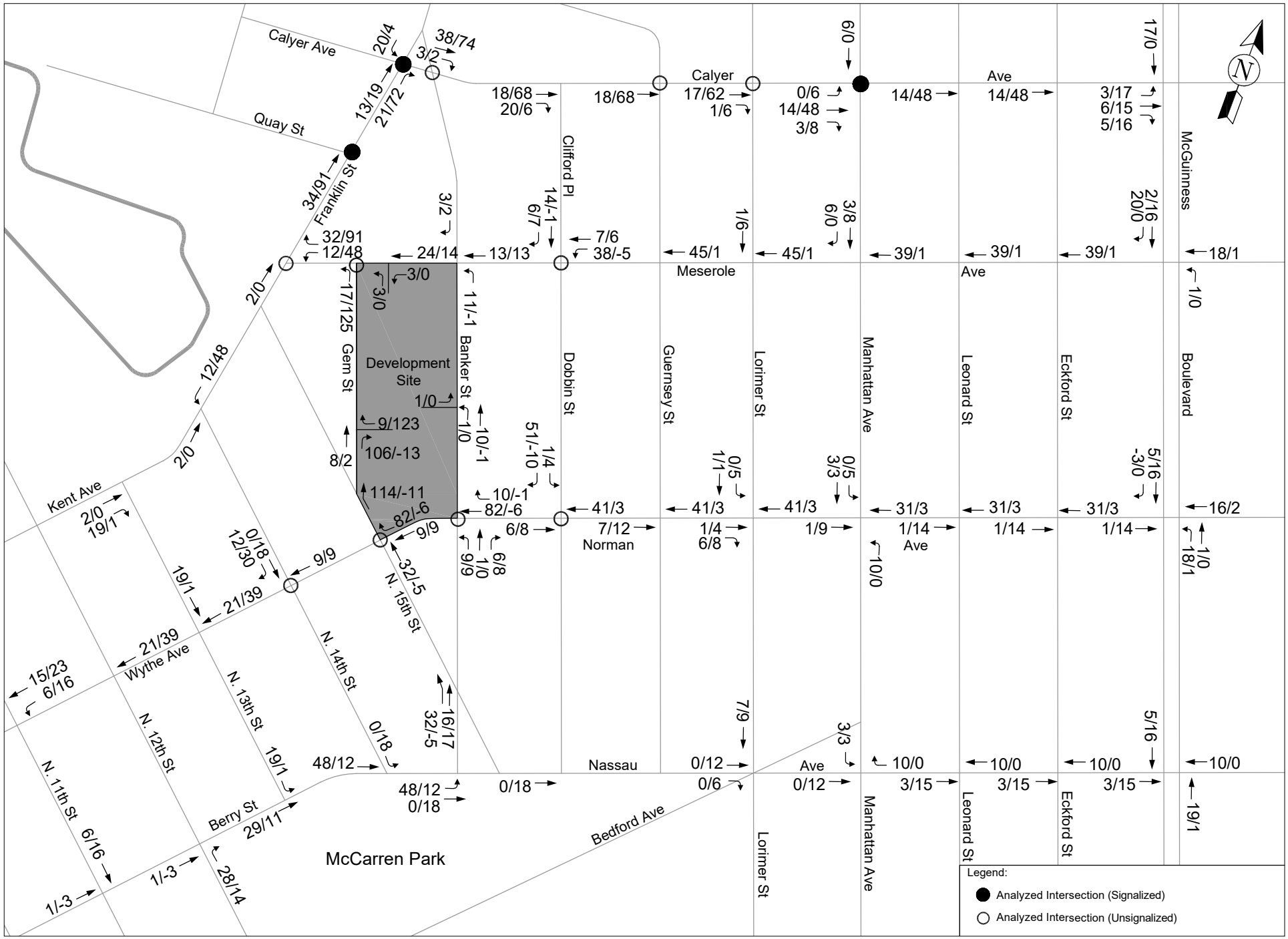
The assignment of net incremental peak hour vehicle trips at intersections in proximity to the Development Site are shown in **Figure 3**. As shown in **Figure 3**, a total of 13 intersections (three signalized and 10 unsignalized) were selected for detailed analysis as they would exceed the 50-trip threshold in the AM and/or PM peak hours. These include the following:

<u>Signalized Intersections</u>

1. Calyer Avenue @ Franklin Street
2. Calyer Avenue @ Manhattan Avenue
3. Franklin Street @ Quay Street

<u>Unsignalized Intersections</u>

4. Calyer Avenue @ Banker Street
5. Calyer Avenue @ Guernsey Street
6. Calyer Avenue @ Lorimer Street
7. Meserole Avenue @ Franklin Street
8. Meserole Avenue @ Gem Street
9. Meserole Avenue @ Dobbin Street
10. Wythe Avenue @ North 14th Street
11. Wythe Avenue @ North 15th Street
12. Norman Avenue @ Banker Street
13. Norman Avenue @ Dobbin Street



Acme Fish Expansion

Figure 3
Project Increment Peak Hour Traffic Volumes and Analyzed Intersections

Traffic Analysis Peak Hours

As discussed above, incremental demand from the Proposed Actions would exceed the 50-trip *CEQR Technical Manual* analysis threshold at one or more intersections during the weekday AM and PM peak hours. The traffic impact analysis will therefore focus on these two periods. Based on automatic traffic recorder (ATR) count data collected in proximity to the Development Site, the weekday 7:30-8:30 AM and 5-6 PM peak hours were selected for analysis.

Transit

As discussed previously, according to the general thresholds used by the Metropolitan Transportation Authority (MTA) and specified in the *CEQR Technical Manual*, if a proposed action would result in an increase of 200 or more passengers at a single subway station or on a single subway line, a detailed subway analysis would be warranted. As shown in **Table 6**, the Proposed Actions are expected to generate a net total of approximately 418 and 438 incremental subway trips in the weekday AM and PM peak hours, respectively. These trips are expected to be concentrated at two subway stations located in proximity of the Development Site—the Nassau Avenue station served by G trains operating on the Crosstown Line between western Brooklyn and Long Island City, Queens, and the Bedford Avenue station served by L trains operating on the Canarsie Line between Canarsie, Brooklyn and the 14th Street corridor in Manhattan. As shown in **Figure 4**, the Nassau Avenue (G) station is an approximately 0.3 mile walk from the Development site while the Bedford Avenue (L) station is an approximately 0.6 mile walk.

New subway trips generated by the Proposed Actions' office component were assigned to the Nassau Avenue (G) and Bedford Avenue (L) subway stations based on trip origin data from the 2019 office worker mode choice survey. Trips from other uses were assigned based 2012-2016 ACS five-year reverse journey-to-work data. As shown in **Table 9**, based on these assignments, it is estimated that new subway demand from the Proposed Actions would likely exceed the 200-trip *CEQR Technical Manual* analysis threshold in the AM and PM periods at the Nassau Avenue (G) station, and this station was therefore selected for detailed analysis. Key circulation elements (e.g., stairs and fare arrays) expected to be used by concentrations of new demand from the Proposed Actions will be analyzed.

As it is possible that the Proposed Actions' RWCDS would also generate more than 200 new peak hour subway trips in one direction on G trains, line haul conditions on these trains will be analyzed. The analysis will use existing subway service and ridership data provided by NYCT to assess existing, future No-Action, and future With-Action conditions at the maximum load points during the weekday AM and PM peak hours.

Transit Services

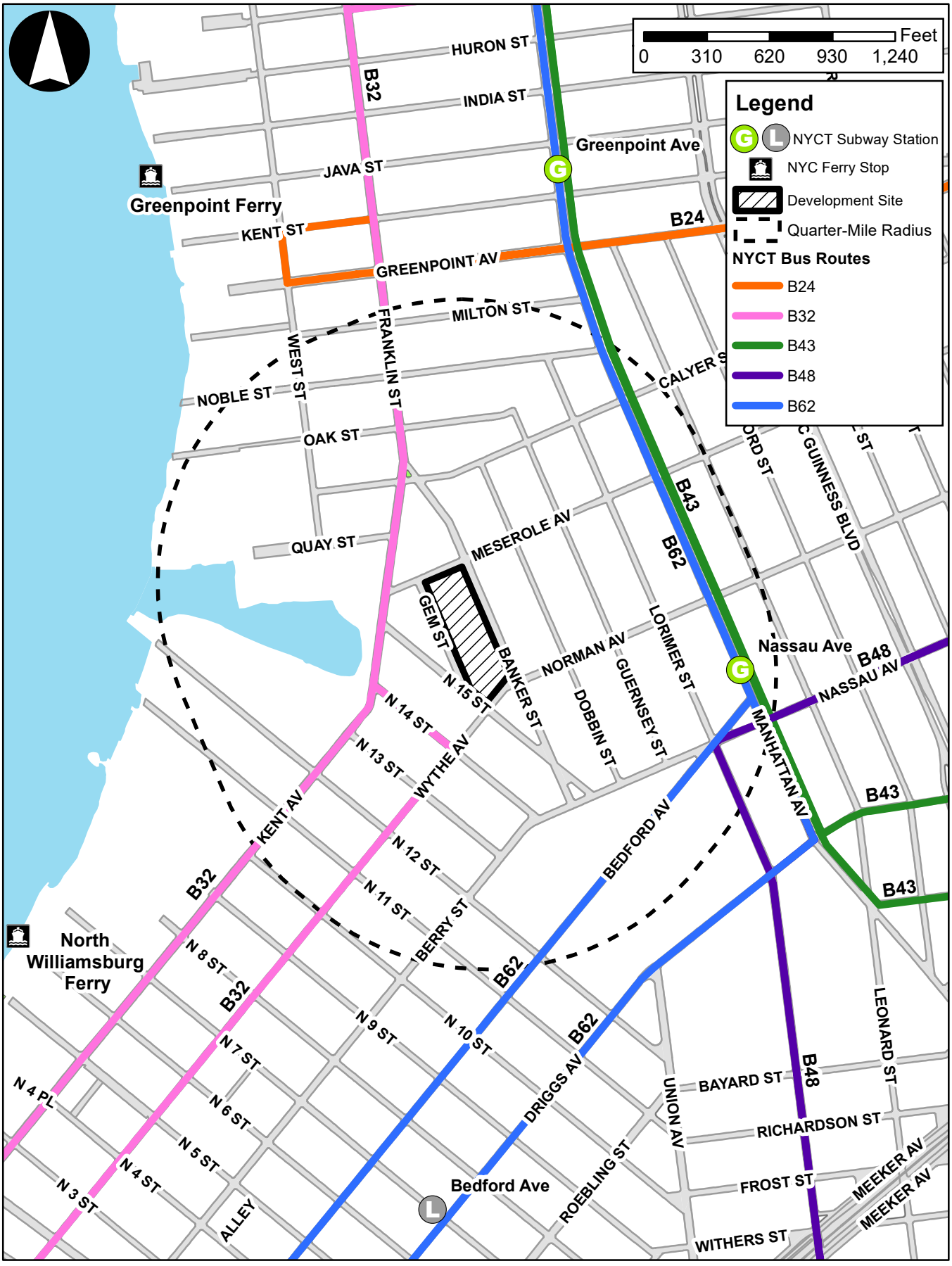


TABLE 9: Net Incremental Peak Hour Subway Trips by Station

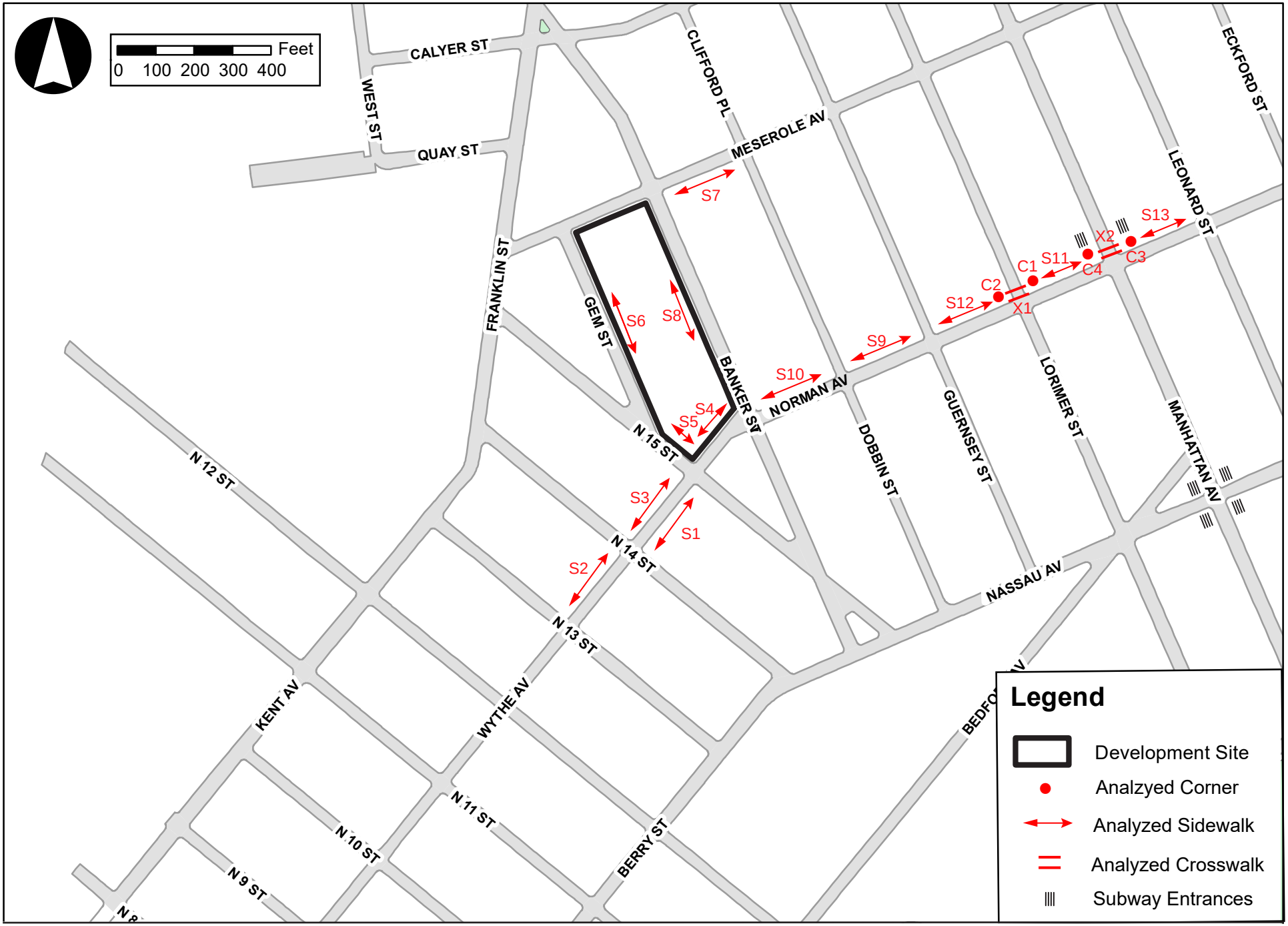
	AM Peak Hour			PM Peak Hour		
	Into Project	**Out of Project**	**Total**	**Into Project**	**Out of Project**	**Total**
Project Summary						
Project-Generated Trips:	920	126	1,046	-38	1,177	1,139
Project-Generated Subway Trips:	393	25	418	-17	455	438
Subway Station						
Bedford Avenue (L)	161	10	171	-5	188	183
Nassau Avenue (G)	232	15	**247**	-12	267	**255**
Total	393	25	418	-17	455	438
Bold – denotes 200 or more incremental peak hour trips at a station.						

Pedestrians

As shown in **Table 6**, the Proposed Actions' RWCDS is expected to generate approximately 216 incremental walk-only trips in the weekday AM peak hour, 1,495 in the midday peak hour, 371 in the PM peak hour, and 457 in the Saturday peak hour. Persons walking to and from subway station entrances and bus and ferry stops would add approximately 464, 438 and 13 incremental pedestrian trips to sidewalks and crosswalks in the vicinity of the Development Site during the weekday AM and PM, and Saturday peak hours, respectively, and there would be a net decrease of 37 such trips in the weekday midday. (Transit riders using taxi/ridesharing services to/from the site are not included in these totals.) In the weekday AM and PM peak hours, incremental pedestrian trips would be most concentrated on sidewalks and crosswalks adjacent to the Development Site as well as along corridors connecting the site to the Nassau Avenue (G) and Bedford Avenue (L) subway stations. In the weekday midday and Saturday periods, pedestrian trips would tend to be more dispersed, as people travel throughout the area for lunch, shopping and/or errands.

Given the numbers of incremental pedestrian trips that would be generated, a detailed analysis of pedestrian conditions under the Proposed Actions is warranted. As project increment pedestrian trips during the Saturday peak hour would be substantially less than in the weekday AM, midday and PM peak hours, and as pedestrian flow patterns during the Saturday peak hour are expected to be similar to those in the weekday midday, significant adverse pedestrian impacts on Saturday over and above those identified for the weekday peak hours are considered unlikely. The analysis of pedestrian conditions will therefore focus on the weekday AM, midday and PM periods, and a Saturday peak hour will not be analyzed. Based on pedestrian count data collected in proximity to the Development Site, the weekday 8-9 AM, 1-2 PM and 5:30-6:30 PM peak hours were selected for analysis.

Based on a preliminary assignment of incremental peak hour pedestrian trips, a total of 19 pedestrian elements (13 sidewalks, two crosswalks and four corner areas) expected to experience a net increase of 200 or more trips in one or more peak hours were selected for analysis. As shown in **Figure 5,** these



Acme Fish Expansion

Figure 5
Analyzed Pedestrian Elements

elements are primarily located in the immediate proximity of the Development Site and along the Norman Avenue/Wythe Avenue corridor which connects the Development Site to nearby subway stations and bus routes.

Vehicular and Pedestrian Safety

Under *CEQR Technical Manual* guidance, an evaluation of vehicular and pedestrian safety is needed for locations within the traffic and pedestrian study areas that have been identified as high crash locations. These are defined as locations with 48 or more total reportable and non-reportable crashes or where five or more pedestrian/bicyclist injury crashes have occurred in any consecutive 12 months of the most recent three-year period for which data are available. For these locations, crash trends will be identified to determine whether projected vehicular and pedestrian traffic would further impact safety, or whether existing unsafe conditions could adversely impact the flow of the projected new trips.

PARKING

Parking demand from retail, office and light industrial/manufacturing/warehouse uses typically peaks in the midday period and declines during the afternoon and evening, while parking demand from restaurant uses typically peaks in the evening. A parking demand forecast will be prepared to determine if the proposed 150 spaces of on-site accessory parking would be sufficient to accommodate all of the projected demand under the Proposed Actions' RWCDS. If it is determined that the on-site accessory parking supply would be insufficient to accommodate projected peak demand, a detailed analysis of parking conditions within ¼-mile of the Development Site will be prepared. Existing on-street and off-street parking inventories will be provided to document the existing supply and demand during the weekday midday period (when the combined parking demand from the proposed retail, office and light industrial/manufacturing/warehousing uses would be greatest). Changes in the parking supply and utilization under both No-Action and With-Action conditions will be forecasted.

Appendix 4

Air Quality Analysis Methodology Memorandum

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Memorandum

To:	New York City Department of City Planning
From:	Henry Kearney, AKRF, Inc.
Date:	June 19, 2019
Re:	Acme Fish Expansion
cc:	Abir Sabet, Philip Habib & Associates

The purpose of this memorandum is to describe the air quality analysis approach for the Acme Fish Expansion Environmental Impact Statement. The Proposed Actions would allow the Applicant to construct a new development with approximately 637,520 gsf on the Development Site, comprised of a new and improved 105,600 gsf Acme Smoked Fish processing facility, and 531,650 gsf of commercial office and retail space (including parking/loading/bike storage spaces), and. The analysis year is 2024.

This memorandum presents a summary of the methodology and assumptions to be used for both the mobile and stationary source air quality analyses of the Proposed Actions.

MOBILE SOURCE ANALYSIS

INTERSECTION SELECTION

The mobile source analysis will evaluate the Proposed Actions for potential impacts from carbon monoxide (CO), and fine particulate matter less than 10 microns in diameter (PM_{10}) and less than 2.5 microns in diameter ($PM_{2.5}$) due to vehicular traffic anticipated to be generated by the Proposed Actions. Based on a preliminary review of the study area roadway configuration, and the traffic patterns conducted for the No-Action and With-Action conditions, it is anticipated that projected vehicle trips generated by the Proposed Actions may exceed the CO threshold of 170 vehicles in a peak hour at a number of intersections in the study area. For PM_{10} and $PM_{2.5}$, the screening procedure outlined in the *CEQR Technical Manual* is based on determining whether the projected number of vehicle trips at an intersection exceeds thresholds based on heavy-duty diesel vehicle (HDDV) equivalents. The thresholds are as follows:

- 12 or more HDDV for paved roads with average daily traffic fewer than 5,000 vehicles;
- 19 or more HDDV for collector roads;
- 23 or more HDDV for principal and minor arterials; or
- 23 or more HDDV for expressways and limited access roads.

To determine whether any of these thresholds are exceeded, the worksheet referenced in Section 201 of the *CEQR Technical Manual* will be utilized to calculate the equivalent number of HDDV equivalents at

intersections in the traffic study area. The worksheet uses vehicle classification information based on the traffic data collected for the project, and assigns these classifications to vehicle categories using a table referenced in the *CEQR Technical Manual*[1]. Roadway classifications will be determined by corridor at each intersection, based on NYCDOT functional class criteria and With-Action traffic volumes.

Based on the current Transportation Planning Factors and Travel Demand Forecast projections[2], it is anticipated that the highest concentration of vehicle trips will be on the streets surrounding the Development Site, which is bounded by Gem Street, Banker Street, Meserole Avenue, Wythe Avenue, and North 15th Street, as well as along the Franklin Avenue corridor between Meserole Avenue and Calyer Avenue.

If any intersection is determined to exceed the CO and/or PM mobile source screening thresholds, it will be considered for analysis. Selection of specific intersections for analysis will depend on the baseline and No-Action traffic conditions along with the vehicular trip generation and distribution under the Proposed Actions. The selected intersections will be submitted for review and approval to DCP. Based on preliminary review of the study area, it is possible that none of the intersections will require CO analysis. Overall no more than two (2) intersections in total will be analyzed for CO and/or PM.

DISPERSION MODELING

The CO mobile source analysis will be conducted, if necessary, using the Tier 1 CAL3QHC model Version 2.0[3] at all intersections identified. The CAL3QHC model employs a Gaussian (normal distribution) dispersion assumption and includes an algorithm for estimating vehicular queue lengths at signalized intersections. CAL3QHC calculates emissions and dispersion of CO from idling and moving vehicles. The queuing algorithm includes site-specific traffic parameters, such as signal timing and delay (from the 2000 *Highway Capacity Manual* traffic forecasting model), saturation flow rate, vehicle arrival type, and signal actuation (i.e., pre-timed or actuated signal) characteristics to project the number of idling vehicles.

The $PM_{2.5}$ mobile source analysis will be conducted, if necessary, using the refined (Tier 2) version of the model, CAL3QHCR. CAL3QHCR is an extended module of the CAL3QHC model which allows for the incorporation of hourly traffic and meteorological data. Off-peak traffic volumes will be determined by adjusting the peak period volumes based on the 24-hour distributions of actual vehicle counts collected at appropriate locations.

METEOROLOGY

Tier I CO Analysis—CAL3QHC

Following the EPA guidelines[4], CAL3QHC computations would be performed using a wind speed of one meter per second, and the neutral stability class D. The eight-hour average CO concentrations will be estimated by multiplying the predicted one-hour average CO concentrations by a factor of 0.7 to account for persistence of meteorological conditions and fluctuations in traffic volumes. A surface roughness of 1.75 meters would be used. At each receptor location, concentrations will be calculated for all wind directions, and the highest predicted concentration was reported, regardless of frequency of occurrence. These assumptions ensure that reasonable worst-case meteorology would be used to estimate impacts.

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[1] MOBILE6 Input Data Format Reference Tables, August 14, 2003.

[2] Transportation Planning Factors and Travel Demand Forecast Draft Memorandum, Philip Habib & Associates, March 28, 2019.

[3] EPA, User's Guide to CAL3QHC, A Modeling Methodology for Predicted Pollutant Concentrations Near Roadway Intersections, Office of Air Quality, Planning Standards, Research Triangle Park, North Carolina, EPA-454/R-92-006.

[4] *Guidelines for Modeling Carbon Monoxide from Roadway Intersections*, EPA Office of Air Quality Planning and Standards, Publication EPA-454/R-92-005.

Tier II $PM_{2.5}$ Analysis—CAL3QHCR

The CAL3QHCR model includes the modeling of hourly concentrations based on hourly traffic data and five years of monitored hourly meteorological data. The data would consist of surface data collected at LaGuardia Airport and upper air data collected at Brookhaven, New York for the period 2014–2018. All hours would be modeled, and the highest resulting concentration for each averaging period will be presented.

ANALYSIS YEAR

The microscale analyses would be performed for 2024, the year by which the Proposed Development is likely to be completed. The future analysis would be performed both without the Proposed Actions (the No-Action condition) and with the Proposed Actions (the With-Action condition).

BACKGROUND CONCENTRATIONS

The background concentrations that would be used in the mobile source analysis are on concentrations recorded at a monitoring station representative of the county or from the nearest available monitoring station and in the statistical format of the NAAQS, as provided in the *CEQR Technical Manual*. These represent the most recent three-year average for 24-hour average $PM_{2.5}$ and the highest value from the three most recent years of data for PM_{10}, and the highest value for the five most recent years of data available for CO. The background concentrations are presented in **Table 1**.

Table 1
Maximum Background Pollutant Concentrations for Mobile Source Analysis

Pollutant	Average Period	Location	Concentration	NAAQS
CO	1-hour	Queens College	1.9 ppm	35 ppm
	8-hour	Queens College	1.4 ppm	9 ppm
PM_{10}	24-hour	Division Street	38 µg/m3	150 µg/m^3
$PM_{2.5}$	24-hour	JHS 126	16.8 µg/m3	35 µg/m^3

Source: New York State Air Quality Report Ambient Air Monitoring System, NYSDEC, 2014-2018.

RECEPTOR PLACEMENT

Multiple receptors (i.e., precise locations at which concentrations are predicted) would be modeled at each of the selected sites; receptors will be placed along the approach and departure links at a 25 foot interval out to 200 feet in each direction. Ground-level receptors would be placed at sidewalk or roadside locations near intersections with continuous public access, at a pedestrian height of 1.8 meters. Based on the New York City Department of Environmental Protection (DEP) guidance for neighborhood-scale corridor $PM_{2.5}$ modeling, receptors in that analysis would be placed at a distance of 15 meters, from the nearest moving lane at each analysis location.

EMISSION FACTORS

Vehicular cruise and idle CO and PM emission factors to be utilized in the dispersion modeling would be computed using EPA's mobile source emissions model, Motor Vehicle Emission Simulator, or MOVES.[5] This emissions model is capable of calculating engine emission factors for various vehicle types, based on the fuel type (gasoline, diesel, or natural gas), meteorological conditions, vehicle speeds, vehicle age, roadway types, number of starts per day, engine soak time, and various other factors that influence emissions, such as inspection maintenance programs. Project specific traffic data obtained through field studies as well as county-specific hourly temperature and relative humidity data obtained from NYSDEC will be used.

[5] EPA, MOVES Model, User Guide for MOVES2014a, December 2015.

To account for the suspension of fugitive road dust in air from vehicular traffic in the local microscale analysis, PM_{10} and $PM_{2.5}$ emission rates will include fugitive road dust. However, since the DEP considers fugitive road dust to have an insignificant contribution on a neighborhood scale, fugitive road dust will not be included in the neighborhood scale $PM_{2.5}$ microscale analyses. Road dust emission factors will be calculated according to the latest procedure delineated by EPA[6] and the *CEQR Technical Manual*.

If maximum predicted $PM_{2.5}$ concentrations result in a potential impact, refinements to the analysis would be implemented. Seasonal and off-peak emission factors can be prepared using additional runs of the MOVES model to capture the effect of temperature differences as well as changing vehicular classification mixes in off peak hours. If further refinements are necessary, the potential for additional and/or more detailed traffic data to be used within the air quality analysis, or the use of traffic mitigation measures, will be discussed with both DCP and PHA.

PARKING GARAGE ANALYSIS

The commercial office/retail component of the Proposed Development would include up to 150 accessory parking spaces on the ground level. Therefore, an analysis of CO and PM emissions will be performed for this parking facility. The analysis will use the procedures outlined in the *CEQR Technical Manual* for assessing potential impacts from parking facilities. Cumulative impacts from on-street sources and emissions from the parking facility will be calculated.

STATIONARY SOURCES

HEAT AND HOT WATER SYSTEMS

Screening Analysis

The analysis of fossil fuel-fired heat and hot water systems of the Proposed Development considers impacts following the screening procedures outlined in the 2014 *CEQR Technical Manual* to determine the potential for impacts on existing developments as well as "project-on-project" impacts. As presented in the Draft Scope of Work, the Acme Smoked Fish processing facility would contain four stories with a maximum building height of approximately 74 feet. The Acme facility would be located on the northeastern portion of the block, fronting on Meserole Avenue and Banker Street. The commercial office/retail component of the Proposed Development would consist of nine stories, reaching a maximum height of approximately 173, occupying the remainder of the block.

Both potential project-on-project and project-on-existing air quality impacts will need to be evaluated. Since the two buildings comprising the Proposed Development would be adjacent to each other, potential significant adverse air quality impacts would be predicted that would require restrictions to fuel type, exhaust stack setback and/or height, as well as potential additional measures. Furthermore, the two buildings would be served by separate heating and hot water systems. Therefore, as per the Draft Scope of Work, the Proposed Development will be analyzed using a refined air dispersion modeling procedure.

Refined Analysis

A refined analysis will be performed for the Proposed Development using the EPA AERMOD model. The AERMOD analysis of potential impacts from exhaust stacks will be performed assuming stack tip downwash, urban dispersion and surface roughness length, with and without building downwash, and elimination of calms. The AERMOD model also incorporates the algorithms from the PRIME model, which is designed to predict impacts in the "cavity region" (i.e., the area around a structure which under certain conditions may affect an exhaust plume, causing a portion of the plume to become entrained in a recirculation region). The Building Profile Input Program (BPIP) program for the PRIME model (BPIPRM) will be used to determine the projected building dimensions modeling with the building downwash algorithm enabled. The

[6] EPA, Compilations of Air Pollutant Emission Factors AP-42, Fifth Edition, Volume I: Stationary Point and Area Sources, Ch. 13.2.1, NC, http://www.epa.gov/ttn/chief/ap42, January 2011.

modeling of downwash from sources accounts for all obstructions within a radius equal to five obstruction heights of the stack.

Emission Rates and Stack Parameters

It is assumed that each of the proposed buildings constructed pursuant to the Proposed Actions would have a boiler installation that would generate hot water for building heating and domestic hot water. If design information on the proposed heating and hot water equipment and operations is available, it will be used in the AERMOD analysis. If design information is not available, the following assumptions will be utilized:

Emission factors: Emissions factors would be obtained from the EPA *Compilation of Air Pollutant Emission Factors, AP-42, Fifth Edition, Volume I: Stationary Point and Area Sources*. PM_{10} and $PM_{2.5}$ emissions would include both the filterable and condensable fractions.

Fuel Usage: Annual fuel consumption rates for the heating and hot water systems of the proposed buildings would be calculated using energy use estimates based on type of development and size of the building as recommended in the *CEQR Technical Manual*. Short-term emissions would be conservatively estimated assuming a 100-day heating season.

Stack Parameters: If design information on the heat and hot water systems' design is not available, it would be assumed that exhaust stacks would be located three feet above roof height (as per the *CEQR Technical Manual*). The exhaust velocity would be calculated based on the exhaust flowrate for the estimated boiler capacity, using the energy use of the proposed building and EPA's fuel factors. Assumptions for stack diameter and exhaust temperature for the proposed systems would be obtained from a survey of boiler exhaust data undertaken and provided by DEP.

Methodology for Estimating NO_2 Concentrations

Annual NO_2 concentrations from stationary sources will be estimated using a NO_2 to NO_x ratio of 0.75, as described in EPA's Guideline on Air Quality Models at 40 CFR part 51 Appendix W, Section 5.2.4.

The 1-hour average NO_2 concentration increments from the Proposed Action's stationary combustion sources will be estimated using the AERMOD model's Plume Volume Molar Ratio Method (PVMRM) module to analyze chemical transformation within the model. The PVMRM module incorporates hourly background ozone concentrations to estimate NO_x transformation within the source plume. Ozone concentrations will be taken from the NYSDEC Queens College monitoring station that is the nearest ozone monitoring station and has complete five years of hourly data available. An initial NO_2 to NO_x ratio of 10 percent at the source exhaust stack will be assumed, which is considered representative.

Meteorological Data

The meteorological data set will consist of five consecutive years of meteorological data: surface data collected at La Guardia Airport (2014–2018), and concurrent upper air data collected at Brookhaven, New York. The meteorological data provide hour-by-hour wind speeds and directions, stability states, and temperature inversion elevation over the 5-year period. These data will be processed using the EPA AERMET program to develop data in a format which can be readily processed by the AERMOD model. The land uses around the site where meteorological surface data are available will be classified using categories defined in digital United States Geological Survey (USGS) maps to determine surface parameters used by the AERMET program.

Receptor Placement

A comprehensive receptor network (i.e., locations with continuous public access) will be developed for the modeling analysis. Discrete receptors (i.e., locations at which concentrations are calculated) will be modeled along the existing and proposed buildings' façades (including No-Action developments) to represent potentially sensitive locations such as operable windows and intake vents. To evaluate project-on-project impacts, receptors will be conservatively placed on the façades of the proposed commercial development. Rows of receptors at spaced intervals on the modeled buildings will be analyzed at multiple elevations. Generally, receptors would be spaced at a three-meter interval vertically to represent individual

floors of a building, while horizontally, receptor spacing would be a minimum of three meters and a maximum of 10 meters. Receptors will also be placed at publicly accessible ground-level locations.

Background Concentrations

To estimate the maximum expected pollutant concentration at a given location (receptor), the predicted impacts must be added to a background value that accounts for existing pollutant concentrations from other sources that are not directly accounted for in the model (see **Table 2**). To develop background levels, concentrations measured at the most representative NYSDEC ambient monitoring station over the latest available five-year period (2014-2018) will be used for annual average NO_2 background (consistent with DEP guidance), while the latest available three-year period will be used for the 24-hour PM_{10} background concentration.

Table 2
Background Pollutant Concentrations for Stationary Souce Analysis

Pollutant	Average Period	Location	Concentration (µg/m³)	NAAQS (µg/m³)
NO_2	Annual[1]	Queens College	32.3	100
	1-hour[2]		105.8	188
SO_2	1-hour[3]	Queens College	14.8	196
$PM_{2.5}$	24-hour	JHS 126	16.8	35
PM_{10}	24-Hour[4]	Division Street	38	150

Notes:
[1] Annual average NO_2 background concentration is based on the 5-year highest value from 201342018.
[2] The one-hour NO_2 background concentration is based on the maximum 98th percentile One-Hour NO_2 concentration averaged over three years of data, from 2016-2018.
[3] The one-hour SO_2 background concentration is based on the maximum 99th percentile concentration averaged over three years of data, from 2016-2018.
[4] PM_{10} is based on the 3-year highest second-highest value from 2016-2018.
Source: New York State Air Quality Report Ambient Air Monitoring System, NYSDEC, 2014-2018.

$PM_{2.5}$ annual average 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. The $PM_{2.5}$ 24-hour average background concentration of 16.8 µg/m³ (based on the 2016 to 2018 average of 98th percentile concentrations measured at the JHS 126 monitoring station) will be used to establish the *de minimis* value for the 24-hour increment, consistent with the guidance provided in the *CEQR Technical Manual.*

Total 1-hour NO_2 concentrations will be calculated following methodologies that are accepted by the EPA and are considered appropriate and conservative. The methodology used to determine the compliance of total 1-hour NO_2 concentrations from the proposed sources with the 1-hour NO_2 NAAQS[7] will be based on adding the monitored background to modeled concentrations, as follows: hourly modeled concentrations from proposed sources will be first added to the seasonal hourly background monitored concentrations; then the highest combined daily 1-hour NO_2 concentration will be determined at each receptor location and the 98th percentile daily 1-hour maximum concentration for each modeled year will calculated within the AERMOD model; finally the 98th percentile concentrations will be averaged over the latest five years.

Determining the Significance of Air Quality Impacts

For the refined stationary source analysis, the exhaust stacks for the heat and hot water systems will be assumed to be located at the edge of the development massing closest to the receptor, unless the source and receptor were immediately adjacent to each other. In these cases, the stack will be assumed to be located at an initial distance of 10 feet from the nearest receptor. If a source could not meet the NAAQS or $PM_{2.5}$ *de minimis* criteria, the stack would then be set back in 5 foot increments, until the source met the respective criteria.

[7] http://www.epa.gov/ttn/scram/guidance/clarification/Additional_Clarifications_AppendixW_Hourly-NO2-NAAQS_FINAL_03-01-2011.pdf.

If necessary, further restrictive measures will be considered, including use of low NO_x burners, increasing stack heights, or a combination of these measures.

Predicted values will be compared with National Ambient Air Quality Standards (NAAQS) for NO_2, SO_2 and PM_{10}, and the City's CEQR *de minimis* criteria for $PM_{2.5}$. In the event that violations of standards are predicted, an air quality E-designation (or other equivalent restriction, as appropriate) would be proposed for the site, describing the fuel and/or heat and hot water system exhaust stack restrictions that would be required to avoid a significant adverse air quality impact.

INDUSTRIAL SOURCE ANALYSIS

Analysis of Potential Impacts from Existing Uses

Potential process and manufacturing sources located within a radius of 400 feet of the Proposed Development will be analyzed to evaluate the potential for air quality impacts from process and manufacturing sources of air toxics emissions. A review of the DEP Clean Air Tracking System Information permit database was performed to identify any industrial source permits within the study area.[8] A review of federal and state permits (Title V and State Facility Permits) was also conducted.

As shown in **Table 3,** a total of 33 permits were determined to be within 400 feet of the Proposed Development. Therefore, these permits will be considered in the industrial source analysis.

A field survey will be performed to confirm the operational status of the sites identified in the permit search, and to identify any additional sites that have potential sources of emissions that would warrant an analysis (e.g., autobody shops with spray coating operations). If any such sources are identified, further consultation will be made with DCP to determine procedures for estimating emissions from these sources. Any industrial sources beyond 400 feet from the Proposed Development will be excluded from analysis.

A request will be made to the DEP Bureau of Environmental Compliance (BEC) for information regarding the release of air pollutants from potential sources within the 400-foot study area. The DEP air permit data provided will be compiled into a database of source locations, air emission rates, and other data pertinent to determining source impacts.

Once the industrial permits are received, they will be reviewed to determine if any should be excluded from the analysis based on the type of operation. For example, emergency generators are not considered industrial sources of emissions; therefore, these sources would not be analyzed.

A cumulative impact analysis will be performed for multiple sources that emit the same air contaminant. Maximum predicted concentrations of these compounds will be compared to DEC DAR-1 guideline values for short-term (SGC) and annual (AGC) averaging periods. In the event that violations of standards are predicted, measures to reduce pollutant levels to within standards will be examined.

Potential cumulative impacts of multiple air pollutants will be determined based on the EPA's Hazard Index Approach for non-carcinogenic compounds and using the EPA's Unit Risk Factors for carcinogenic compounds. Both methods are based on equations that use EPA health risk information (established for individual compounds to determine the level of health risk posed by specific ambient concentrations of that compound. The derived values of health risk are additive and can be used to determine the total risk posed by multiple air pollutants.

Analysis of Potential Impacts from Future Uses

The Proposed Actions would result in a new and improved approximately 105,600 gsf Acme Smoked Fish processing facility. The current facility has three DEP industrial source air permits (PB025709, PB030506, and PB444103). It is anticipated these same operations would continue under the Proposed Actions. Therefore, potential impacts from pollutant emissions from manufacturing uses within the proposed Acme

[8] DEP. *Clean Air Tracking System database*. https://a826-web01.nyc.gov/DEP.BoilerInformationExt.

Smoked Fish facility will be analyzed on nearby sensitive receptors on the proposed commercial development, as well as on nearby existing and other proposed developments with sensitive receptors. Information provided by the applicant will be used to develop assumptions regarding the pollutants emitted by all production processes associated with the proposed expanded facility, and the short-term and annual average emission rates will be developed based on the estimated increased production capacity.

EPA's AERMOD dispersion model will be used to estimate the short-term and annual concentrations of air toxic pollutants at sensitive receptor locations in the Project Area. Predicted impacts on sensitive receptors will be compared with the short-term guideline concentrations (SGC) and annual guideline concentrations

Table 3
Industrial Source Permits(1)

No	Permit ID	Block	Lot	Address
1	PA073290	2617	52	108 Dobbin Street
2	PB033501	2592	5	22 Franklin Street
3	PA025190	2592	20	54 Franklin Street
4	PB002302	2592	20	54 Franklin Street
5	PB007111	2616	1	233 Banker Street
6	PB007211	2616	1	233 Banker Street
7	PB007311	2616	56	211 Banker Street
8	PB007011	2616	56	211 Banker Street
9	PW007816	2641	3	152 Banker Street
10	PB045012	2643	1	38 Norman Avenue
11	PA052988	2278	2	1 Kent Avenue
12	PA039685	2278	2	1 Kent Avenue
13	PA029991	2590	215	23 Franklin Street
14	PA003089	2613	28	20 Wythe Avenue
15	PA057294	2614	3	12 Franklin Street
16	PA055889	2614	3	12 Franklin Street
17	PB419203	2614	3	12 Franklin Street
18	PB009907	2616	31	29 Norman Avenue
19	PB010007	2616	31	29 Norman Avenue
20	PB010107	2616	31	29 Norman Avenue
21	PB006615	2617	38	39 Norman Avenue
22	PB006715	2617	38	39 Norman Avenue
23	PA042499	2617	38	39 Norman Avenue
24	PA073390	2617	52	108 Dobbin Street
25	PW005116	2641	1	9 Wythe Avenue
26	PA045474	2642	18	45 Dobbin Street
27	PA045674	2642	18	45 Dobbin Street
28	PA000977	2592	5	22 Franklin Street
29	PA114788	2592	15	38 Franklin Street
30	PB016407	2592	15	38 Franklin Street
31	PA000877	2616	56	211 Banker Street
32	PB029515	2613	1	22 North 15th Street

33	PB009707	2616	31	29 Norman Avenue

Note:
(1) Air permit identified from DEP *Clean Air Tracking System database*.
https://a826-web01.nyc.gov/DEP.BoilerInformationExt. Accessed May 31, 2019.

(AGC) reported in NYSDEC's DAR-1 AGC/SGC Tables guidance document to determine the potential for significant impacts.

Potential impacts from odors associated with the proposed expanded facility on the commercial uses planned for the project site will also be evaluated on a qualitative basis. If required, a quantitative analysis will be performed as per the *CEQR Technical Manual*.

LARGE OR MAJOR SOURCES

Existing large and major sources of emissions (i.e., sources having a Title V or State Facility Air Permit) within 1,000 feet of a project site are required to be analyzed, as per the *CEQR Technical Manual*. A review of New York State Department of Environmental Conservation (NYSDEC) Title V permits and the Environmental Protection Agency (EPA) Envirofacts database was performed to identify any federal or state-permitted facilities. No major or large emissions sources permitted under the NYSDEC Title V program and state facility permit program were identified within the 1,000 foot study area; therefore, no quantified analysis of the impact of large sources on the Proposed Development is warranted.

Appendix 5

Noise Monitoring Approach Memorandum

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TO: **New York City Department of City Planning**

FROM: **Philip Habib & Associates**

SUBJECT: **ACME Fish Expansion – Noise Monitoring Approach for EIS Analysis**

DATE: **May 31, 2019**

The purpose of this memorandum is to describe the noise analysis approach for the ACME Fish Expansion Environmental Impact Statement (EIS). The ACME Fish Expansion entails a series of discretionary actions (the "Proposed Actions") that would facilitate a mixed-use development comprising approximately 637,250 gsf of commercial/manufacturing uses (the "Proposed Development") on the block bounded by Banker Street to the east, Wythe Avenue to the south, Gem and North 15th streets to the west, and Meserole Avenue to the north (the "Development Site"), in the Greenpoint neighborhood of Brooklyn Community District (CD) 1. The Development Site is comprised of Brooklyn Block 2615, Lots 1, 6, 19, 21, 25, 50, and 125 (a.k.a. the "proposed rezoning area").

The Proposed Actions would allow the Applicant, RP Inlet, LLC, to construct a new development with approximately 637,250 gsf, comprised of (i) a new and improved 105,600 gsf (91,743 zsf) Acme Smoked Fish processing facility (including approximately 17,100 gsf of accessory office space), and (ii) 531,650 gsf (492,035 zsf) of commercial office and retail space (including parking/loading/bike storage spaces). The Acme Smoked Fish processing facility would contain four stories with a maximum building height of approximately 74 feet. There would be a metal louver screen on the roof that is 25 feet high. The Acme facility would be located on the northeastern portion of the block, fronting on Meserole Avenue and Banker Street. The commercial office/retail component of the Proposed Development would consist of nine stories, reaching a maximum of approximately 173 feet, occupying the remainder of the block. There would be a mechanical bulkhead and mechanical equipment screen on the roof that would be 25 feet tall. Although no parking spaces are required under the proposed zoning, up to approximately 150 off-street accessory parking spaces would be provided on the ground level, with curb-cut access via Gem Street. A total of five loading berths would be provided – two for Acme, with access from Meserole Avenue, and three for the commercial building, with access from Banker Street. Acme would have a curb cut for access to a compactor along Banker Street. The Proposed Development is also anticipated to include partially covered open areas at the southern portion of the Development Site, totaling approximately 25,800 sf.

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

This memorandum presents a summary of the selection of noise receptor locations and describes the noise monitoring approach to determine existing ambient noise levels at the Development Site. The

measured existing noise levels will be used as part of the noise analysis to examine: (1) whether there are any locations where there is potential for the Proposed Actions to result in significant adverse noise impacts (i.e. the doubling of Noise Passenger Car Equivalents [PCEs]), using the CEQR PCE analyses and/or TNM analyses; and (2) what level of window/wall attenuation would be necessary to provide acceptable interior noise levels at the Development Site under guidelines contained in the 2014 *CEQR Technical Manual*.

Selection of Noise Monitoring Locations

As the first step in this process, a field visit was performed to develop a list of proposed receptor locations. According to PHA's field observations, motor-vehicle traffic is the dominant noise source in the vicinity of the Development Site. Though the surrounding area is largely comprised of local roadways, several major roadways in the vicinity of the Development Site include Franklin Street, located one block to the west, and Manhattan Avenue, located four blocks to the east.

In general, the levels of existing noise at each receptor location are primarily influenced by the amount of traffic on immediately adjacent or nearby roadways; there are no elevated train lines or nearby stationary noise sources in the vicinity of the Development Site that could significantly contribute to the area's ambient noise levels. It is expected that measurements from one monitoring location could apply to an entire façade.

Given that the Proposed Actions affect a single individual zoning lot (Block 2615), the proposed noise receptor locations were selected due to their proximity to the Development Site and were generally located along the Development Site's eastern (Banker Street), southern (Wythe Avenue/North 15th Street), western (Gem Street), and northern (Meserole Avenue) frontages. As such, four noise receptor sites were selected and are described in Table 1 and shown in Figure 1. These locations represent the nearby sensitive noise receptors with the greatest potential to experience significant noise increases as a result of the Proposed Actions. Sensitive receptors further from the Development Site would be less likely to experience significant noise increases as a result of the Proposed Actions.

Table 1: Receptor Locations

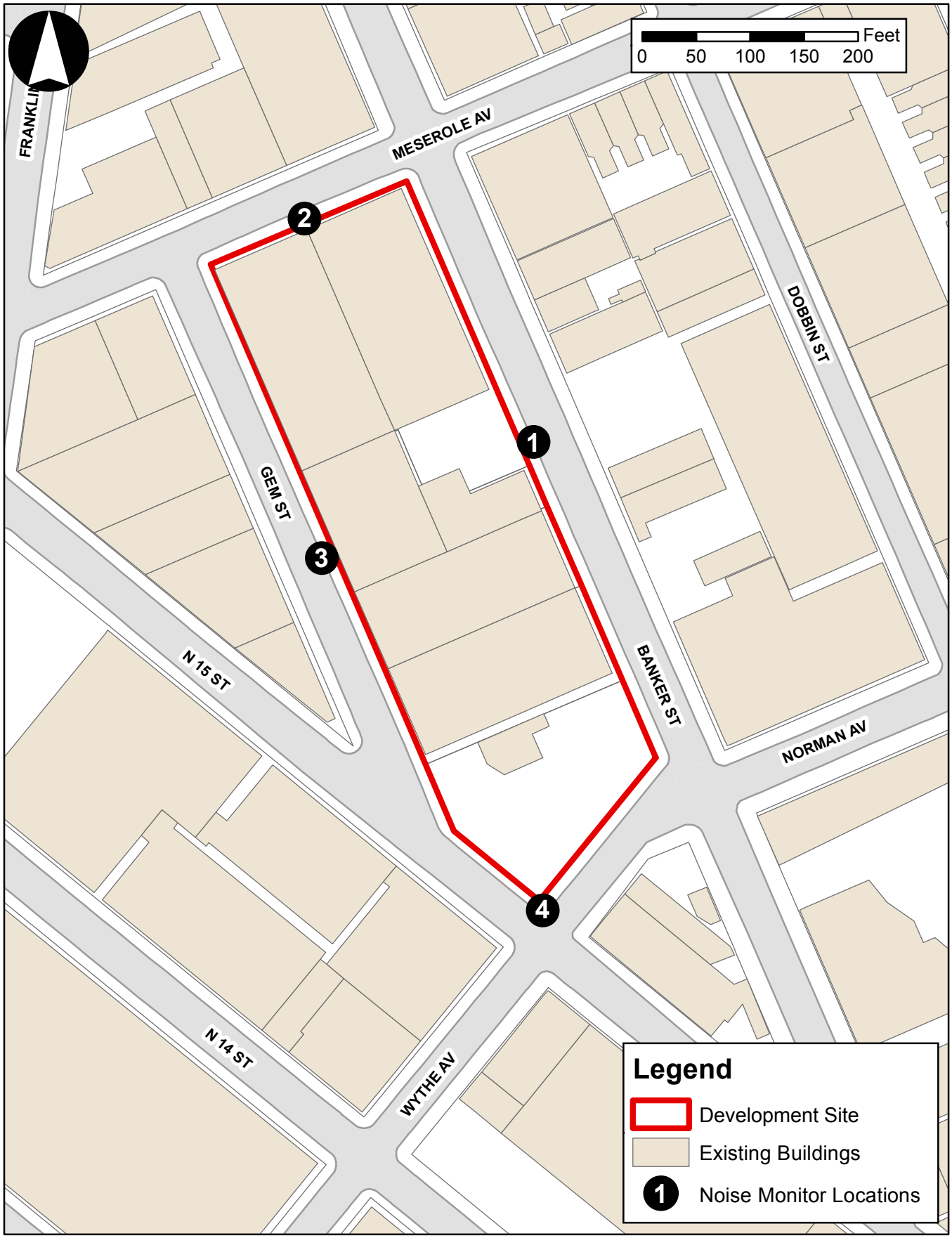
Receptor[1]	Receptor Frontages	Receptor Location
1	Banker Street (midblock)	Approximately 290 feet south of Meserole Avenue along the Development Site's Banker Street frontage.
2	Meserole Avenue (midblock)	Approximately 95 feet west of Banker Street along the Development Site's Meserole Avenue frontage.
3	Gem Street (midblock)	Approximately 280 feet south of Meserole Avenue along the Development Site's Gem Street frontage.
4	Wythe Avenue/North 15th Street Intersection (northeast corner)	Intersection of Wythe Avenue and North 15th Street at the northeast corner fronting the Development Site.

Notes:

[1] Receptor locations shown in Figure 1.

These four selected receptor locations would provide an effective and conservative representation of existing ambient noise levels at the Development Site.

Noise Monitor Locations



Noise Monitoring

PHA will conduct noise monitoring at four noise receptor locations along the Development Site's eastern, western, northern, and southern frontages. Noise measurements will include 20-minute spot noise level measurements during typical weekday (Tuesday, Wednesday, Thursday) AM (8:00-9:00AM), midday (12:00-1:00PM), and PM (5:00-6:00PM) peak periods at all four receptor locations where vehicular traffic is the main source of ambient noise levels. Traffic counts will be conducted during each noise measurement at receptor locations 1 through 4.

Traffic Noise Monitoring and Analysis

As discussed above, 20-minute spot noise measurements will be conducted at all four receptor locations, where vehicular traffic is the dominant source of ambient noise. These will include receptor locations 1 through 4, where noise measurements will be conducted during the typical weekday peak periods (AM, midday, PM). The noise monitors will be mounted at a height of approximately five feet above the ground surface on a tripod and approximately six feet or more away from any large sound-reflecting surface to avoid major interference with sound propagation. Additionally, vehicular traffic will be counted and classified during each spot noise measurement and used to predict future vehicular traffic in the analysis.

Pursuant to CEQR guidelines, future noise levels from vehicular traffic will be calculated using the proportional modeling technique outlined in Chapter 19, "Noise" of the 2014 *CEQR Technical Manual*. Values calculated using this proportional modeling will be used directly, and as adjustment factors accounting for site-specific differences, to determine future noise levels. However, for any roadways fronting the Development Site that experience low existing traffic volumes, such as Gem Street, preliminary assessments using the proportional modeling technique may cause noticeable increases in noise levels. To more accurately forecast noise at these locations, a refined analysis using Traffic Noise Modeling (TNM) may be necessary. TNM is a computerized model developed for the Federal Highway Administration (FHWA) that calculates the noise contribution of each roadway segment to a given noise receptor.

Equipment Used During Noise Monitoring

Measurements will be performed using a Sound Level Meter (SLM) Type 1 instrument, in accordance with American National Standards Institute (ANSI) Standard S1.4-1983 (R2006); specifically, a Brüel & Kjær Type 4189 ½-inch microphone connected to a Brüel & Kjær Model 2250 SLM. The SLM will have a laboratory calibration date within one year of the date of the measurements and the SLMs will be calibrated before and after readings with a Brüel & Kjær Type 4231 Sound Level Calibrator using the appropriate adaptor. Measured quantities included the L_{eq}, L_1, L_{10}, L_{50}, and L_{90} values and ⅓-octave bands. A windscreen will be used during all sound measurements, except for calibration. All measurement procedures will be based on the guidelines outlined in ANSI Standard S1.13-2005.

Sound Weighting

Sound is often measured and described in terms of its overall energy, taking all frequencies into account. However, the hearing process is not the same at all frequencies. Therefore, noise measurements are often adjusted or weighted as a function of frequency to account for human perception and sensitivities

of sound. The most common weighting networks used are the A- and C-weighted scales (dBA and dBC scales, respectively).

The dBA scale is correlated with annoyance measures and is most responsive to the mid-frequencies (500 Hz to 4,000 Hz), which human ears are most sensitive to. While the dBA scale is typically used for environmental assessments, the dBC scale is largely used for describing and evaluating environmental noise sources that have high values in the lower frequencies (i.e., below 500 Hz), such as stationary industrial and mechanical noise sources (e.g. power substations). The dBC scale is also often used for measuring the peak value of a sound. Since the dBC scale provides a relatively "flat" (or largely unweighted) measurement and does not attenuate frequency levels below 1,000 Hz the way the dBA scale does, the *CEQR Technical Manual* indicates that a comparison of dBA and dBC readings may give a quick estimate of the low frequency contribution of the sound source in question. Measurements at all receptor locations will be made on the dBA scale.

Other Noise Concerns

Mechanical Equipment

It is assumed that the building mechanical systems (i.e., heating, ventilation, and air conditioning [HVAC] systems) for any/all buildings associated with the Proposed Actions would be designed to meet all applicable noise regulations (i.e., Subchapters 5, §24-227 of the New York City Noise Control Code, the New York City Department of Buildings Code) and to avoid producing levels that would result in any significant increase in ambient noise levels. It is expected that the rooftop mechanical equipment for the Proposed Development would be located within enclosed mechanical bulkheads. It should also be noted that the Acme Smoked Fish facility would comply with all applicable noise performance standards for manufacturing zoning districts, as specified in Section 42-21 of the NYC Zoning Resolution. Therefore, the Proposed Development would not result in any stationary source noise impacts and no further analysis is warranted.

Aircraft Noise

It is proposed that any air traffic noise would not be removed from the noise measurements. This would ensure that recommended attenuation levels within the study area take any aircraft noise into account in order to determine acceptable interior noise levels.

Train Noise

According to the *CEQR Technical Manual*, if a proposed development would be within 1,500 feet of existing rail activity and have a direct line of sight to the activity, a more detailed analysis would be appropriate. The Development Site is not within 1,500 feet of an existing rail line nor does the site have a direct line of sight to a rail facility. Therefore, a detailed train noise analysis related to rail operations is not warranted.