CEQR No. 19DCP119M

GO Broome Street Development

Draft Scope of Work for Preparation of a Draft Environmental Impact Statement

LEAD AGENCY

New York City Department of City Planning

PREPARED BY

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Draft Scope of Work

1.1 Introduction

This Draft Scope of Work outlines the technical areas to be analyzed in the preparation of an Environmental Impact Statement (EIS) for the redevelopment of a site located on the block bounded by Broome Street to the north, Suffolk Street to the east, Grand Street to the south, and Norfolk Street to the west in the Lower East Side neighborhood of Manhattan.

The applicants, GO Broome LLC and The Chinatown Planning Council Housing Development Fund Company, Inc. (CPC), are seeking several discretionary approvals from the City Planning Commission—including zoning map and text amendments and modification to a large-scale residential development (LSRD)—to facilitate the development of two buildings on the development site (Projected Development Site 1 - Block 346, Lots 37 and 75) that would be linked by a landscaped interior courtyard. The proposed development would include a 30-story, 310-foot tall mixed-use, high-rise building (the "Suffolk Building") and a 16-story, 165-foot tall high-rise Affordable Independent Residences for Seniors ("AIRS") building (the "Norfolk Building"). Independent of the proposed development, in the future with the proposed actions, the owner of the existing 5-story mixed-use building located on Lot 95 of the project block would develop a small commercial addition on Lot 95 (Projected Development Site 2).

Overall, the proposed actions would facilitate development of approximately 466,901 gsf, with approximately 399,344 gsf for residential space, 23,547 gsf for commercial retail space (including 4,759 gsf of additional commercial space on Block 346, Lot 95), and 44,010 gsf for community facility uses. There would be a total of approximately 488 dwelling units, with up to 208 units designated as permanent affordable units; the 208 units would be composed of approximately 93 MIH and 115 AIRS residences.

1.2 City Environmental Quality Review (CEQR) and Scoping

The proposed actions are Type I. Based on Part II, Technical Analysis, of the Environmental Assessment Statement (EAS) prepared for the project, the proposed project would not exceed the CEQR thresholds for analysis of the following technical areas, and no significant adverse impacts would result from the proposed actions and resulting development: community facilities; natural resources; water and sewer infrastructure; energy; and solid waste and sanitation. Therefore, no further analysis of these technical areas is warranted. However, for certain technical areas, the proposed actions would exceed the CEQR threshold for analysis, and the potential for impact cannot be ruled out. As such, DCP, as lead agency, has issued a Positive Declaration, which establishes that the proposed project may have a significant adverse impact on the environment, thus warranting the preparation of an Environmental Impact Statement (EIS).

The CEQR scoping process is intended to focus the EIS on those issues that are most pertinent to the proposed project. The process allows other agencies and the public a voice in framing the scope of work for the EIS. The scoping document sets forth the analyses and

methodologies that will be utilized to prepare the EIS. During the period for scoping, those interested in reviewing the Draft Scope of Work (Draft Scope) may do so and give their comments to the lead agency. The public, interested agencies, Community Boards, and elected officials, are invited to comment on the Draft Scope, either in writing or orally, at a public scoping meeting to be held on February 26, 2019, at 120 Broadway, New York, NY, starting at 5:00 PM. Comments received during the Draft Scope's public meeting and written comments received until 5:00 PM on March 8, 2019, will be considered and incorporated as appropriate into the Final Scope of Work (Final Scope). The Final Scope will incorporate all relevant comments made on the Draft Scope and revise the extent or methodologies of the studies, as appropriate, in response to comments made during scoping. The Draft EIS (DEIS) will be prepared in accordance with the Final Scope.

Once the DEIS is complete, the document will be made available for public review and comment. A public hearing will be held on the DEIS in conjunction with the CPC hearing on the land use applications to afford all interested parties the opportunity to submit oral and written comments. The record will remain open for ten days after the public hearing to allow additional written comments on the DEIS. At the close of the public review period, a Final EIS (FEIS) will be prepared that will respond to all substantive comments made on the DEIS. The FEIS will then be used by the decision makers to evaluate CEQR findings, which address project impacts and proposed mitigation measures, in deciding whether to approve the requested discretionary actions, with or without modifications.

1.3 Project Area and Project Area History

1.3.1 Project Area

The project area consists of the following parcels:

- Block 346, Lots 37 and 75 (Projected Development Site 1), comprising the development site (see ***Figure 1-1***).

  The development site has approximately 201 feet of frontage on Broome Street, 126 feet of frontage on Norfolk Street and 196 feet of frontage on Suffolk Street and a total lot area of approximately 32,401 sf. Lot 37 has a lot area of approximately 7,443 square feet and is occupied by the remnants of the former Beth Hamedrash Hagodol (BHH) synagogue, which was destroyed following a major fire that occurred in May 2017. Lot 75 has a lot area of approximately 24,958 square feet and is designated as accessory parking for the Hong Ning senior housing building (located on Block 346, Lot 1), but is not actively used for that purpose.
- Block 346, Lot 1. Lot 1 has a lot area of approximately 19,483 sf and is improved with the 14-story Hong Ning senior housing building, which is owned and operated by the Chinatown Planning Council Housing Development Fund Company, Inc., an affiliate of CPC. The building contains 156 units.
- Block 346, Lot 95 (Projected Development Site 2). Lot 95 has a lot area of approximately 8,637 sf and is improved with a 5-story mixed use building, which contains 26 residential units and ground floor retail.

› Block 351, Lot 1. This site is a full-block site with a lot area of approximately 47,056 sf. It is improved with a 23-story residential building at the north end of the block and a low-rise community facility building at the south end of the block with a substantial amount of open space, all owned and operated by the New York City Housing Authority ("NYCHA").

The Project Area (excluding Block 346, Lot 37) is part of the Seward Park LSRD, which currently consists of Block 346, Lots 1, 39, 75 and 7501; Block 351, Lot 1; Block 341, Lots 1, 58, and 70; Block 347, Lot 80; and Block 336, Lots 1, 5, 35, and a portion of Lot 28. As described below in Project Area History, the boundary of the Seward Park LSRD would be modified to, among other things, create a separate portion comprising Lots 1, 37, 75, and 95 in Block 346 and Lot 1 in Block 351 (Seward Park Extension West).

1.3.2 Project Area History

By the mid-19th century, the Lower East Side had become a densely populated neighborhood characterized by four- to six-story tenement buildings. In 1955, the Mayor's Committee on Slum Clearance designated the triangular area bounded by Essex Street, Grand Street, and East Broadway as the Seward Park Urban Renewal Area. The existing buildings were demolished and four tower-in-the-park style cooperative apartment buildings were constructed, along with a small amount of retail and community facility space.

On July 22, 1965, the Board of Estimate approved the Seward Park Extension Urban Renewal Area ("SPEURA"). The SPEURA plan covered 14 blocks between Delancey, Essex, Grand, and Willet Streets consisting primarily of low-rise tenement buildings with ground floor commercial uses. The plan called for the development of 1,800 dwelling units along with community facility and commercial uses.

The SPEURA plan proposed combining a number of the blocks that it covered into superblocks. The property comprising what is now Block 346, Lots 1, 75, and 95 in the Project Area was included as a portion of a superblock site to be created by the elimination of Suffolk Street between Broome and Grand Streets. Although this portion of Suffolk Street was demapped as part of the plan, it was never decommissioned and continues to function as a regular City Street.

Seven parcels, including the former BHH synagogue on Block 346, Lot 37, were not acquired as part of the SPEURA plan. The synagogue, which was completed in 1850 in the Gothic Revival style, was designated as an individual landmark by LPC on February 28, 1967. The synagogue was severely damaged by a massive fire in May of 2017 and only its remnants exist today.

Figure 1-1 Site Location

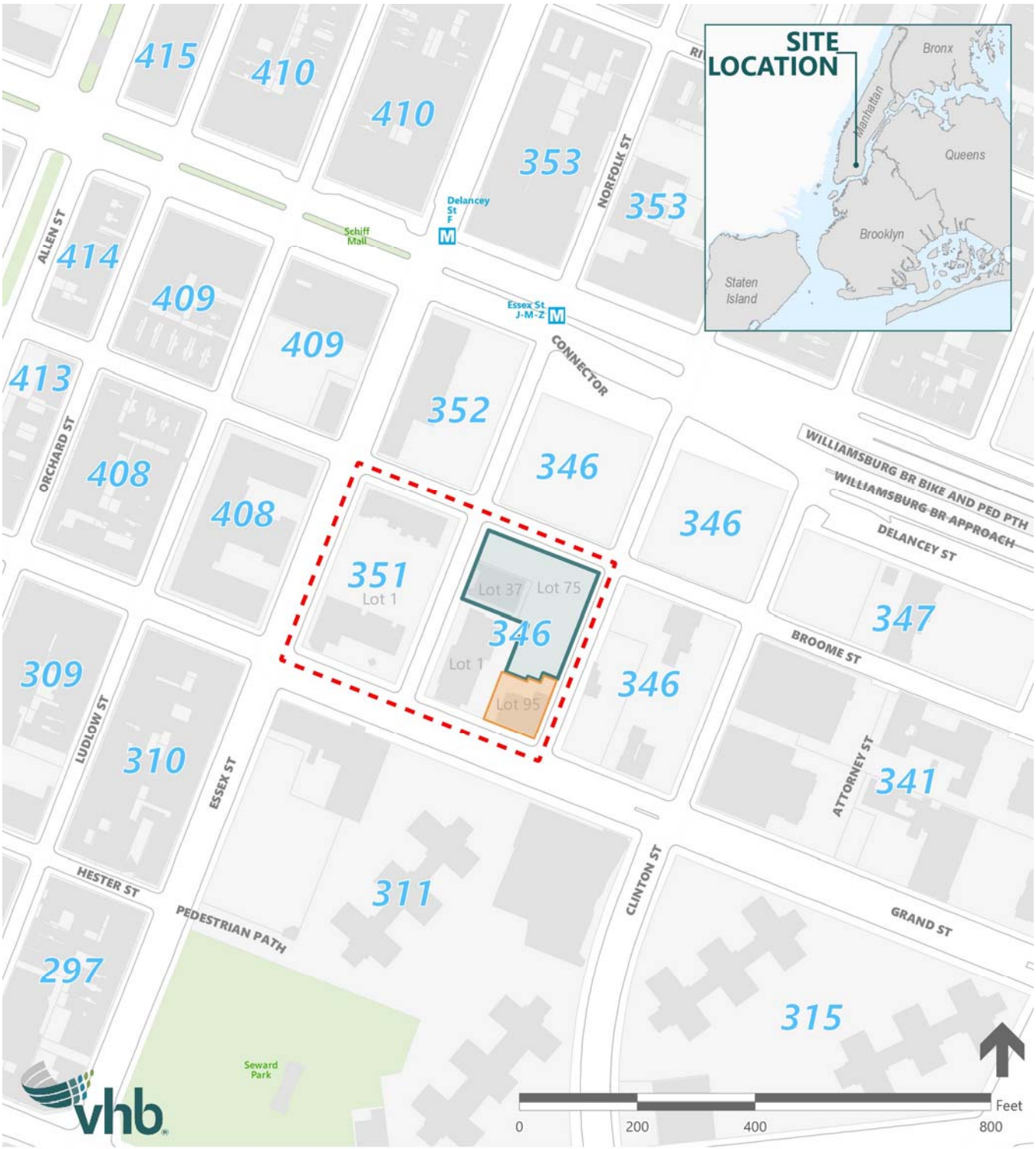


Figure 1 - Site Location Map

Projected Development Site 1 | Projected Development Site 2 | Project Area

On May 20, 1966, the Board of Estimate approved an application by the New York City Housing Authority ("NYCHA") for the creation of the Seward Park LSRD within the SPEURA to, among other things, facilitate the development of the 23-story NYCHA building on Block 351, Lot 1. The building was completed in 1972 subsequent to the Board of Estimate's approval on January 8, 1970 of an application by the Housing and Development Administration for (1) an authorization under ZR Section 78-311(e) for the location of the building without regard to the height and setback regulations; (2) a special permit under ZR Section 78-312(d) for minor variations in the front height and setback regulations; and (3) an authorization for accessory off-street parking spaces for the building to be located on what is now Block 347, Lot 80. (Block 351, Lot 1 and Block 347, Lot 80 are owned by NYCHA under a single deed, which requires the owner of Lot 80 to provide parking for Lot 1 in perpetuity.)

On April 24, 1980, the Board of Estimate approved the first amendment to the SPEURA plan. The amendment, among other things, split Parcel 2 in the Urban Renewal Area into "Site 2A" (consisting of Block 346, Lots 1, 75 and 95) and "Parcel 2B" (consisting of what is now Block 346, Lots 39 and 1001-1005). The Board of Estimate concurrently approved applications by HPD to facilitate the development of the 14-story Hong Ning senior housing building on Block 346, Lot 1, including (1) the disposition of Site 2A to The Chinatown Planning Council Housing Development Fund Company, Inc., (2) an authorization under ZR Section 78-311(e) for the location of the building without regard to the height and setback regulations, and (2) a special permit under ZR Section 78-312(d) for minor variations in the front height and setback regulations. The building was completed in 1982.

Block 346, Lot 95 is improved with a five-story residential building with ground-floor commercial use that was constructed in the early 1920s. Although the property was identified as a development parcel in the SPEURA plan, it was never demolished. In the early 1980s, the New York City Planning Commission approved two related applications to exclude the property from the SPEURA plan and the Seward Park LSRD. The SPEURA plan expired on July 22, 2005, forty years after it was adopted.

On October 11, 2012, the New York City Council approved the Seward Park Mixed-Use Development Project, a large-scale general development commonly known as Essex Crossing.[1] Currently in various phases of construction, upon completion Essex Crossing will be an approximately 1.65 million square foot mixed-use, mixed-income development covering nine separate sites in the Lower East Side. It is proposed to include more than 1,000 new residences, 400,000 square feet of office space, and 450,000 square feet of retail space, connected by a new park, bike paths, and green spaces above ground and a marketplace below ground.

[1] ULURP Nos. 120226ZMM, N120227ZRM, 120228ZSM, 120229ZSM, N120230ZAM, 120231ZSM, 120233ZSM, 120234ZSM, 120235ZSM, 120236HAM, 120237PQM, 120156MMM; CEQR No. 11DME012M

The Essex Crossing large-scale general development included Lots 39 and 1001-1005 – which are located within the Seward Park LSRD – without modifying the boundary of the Seward Park LSRD. Separate but related to the GO Broome Street Development proposal, HPD is pursuing an application for a minor modification of the boundary of the Seward Park LSRD. Approval of that application would correct an overlap between the Seward Park LSRD and the large-scale general development for the Essex Crossing project, which both include Block 346, Lots 39 and 1001-1005. The HPD application proposes to split the Seward Park LSRD into a western portion (Seward Park Extension West), consisting of Block 346, Lots 1 and 75, and Block 351, Lot 1, and an eastern portion (Seward Park Extension East) consisting of Block 341, Lots 1, 58, and 70; Block 347, Lot 80; Block 336, Lots 1, 5, 35, and a portion of Lot 28. Block 346, Lots 39 and 1001-1005 would remain a part of the Essex Crossing large-scale general development.

1.4 Required Approvals

The following actions would be required:

- Zoning map amendment to rezone Lots 1, 37, 75 and 95 in Block 346 (the entire block) from an R8 District to R9-1/C2-5 District;
- Zoning text amendment to designate Lots 1, 37, 75 and 95 in Block 346 (the entire block) as a Mandatory Inclusionary Housing area (Option 1);
- Major modification to the (newly-split) existing LSRD (Seward Park Extension West) bounded by Broome Street to the north, Grand Street to the south, Suffolk Street to the east, and Essex Street to the west (Blocks 351 and 346). This modification would include:
  - A special permit pursuant to ZR Section 78-312(a) (Special Permits by the City Planning Commission) to authorize the total floor area permitted by the applicable district regulations for all zoning lots within the LSRD to be distributed without regard for zoning lot lines. This will allow for the transfer of 15,000 sf of floor area from Block 346, Lot 95 to Block 346, Lot 37. The applicant intends to use this floor area to develop 27 units of senior housing.
  - A special permit pursuant to ZR Section 78-312(d) in order to permit a variation in the building height at the Suffolk Building for a maximum building height of 310 feet (30 stories). The underlying permitted maximum building height in R9-1 Districts is 285 feet (28 stories).
  - A special permit pursuant to ZR Section 78-312(d) in order to permit variations in the front height and setback regulations on the periphery of the LSRD. This would reduce the required setback distance along Suffolk Street to 10 feet, instead of the 15-foot initial setback required by the underlying R9-1 District regulations.
  - A special permit pursuant to ZR Section 78-312(f) to permit modifications of the minimum spacing requirements of ZR Section 23-71. The applicant is proposing an 11', 9" wall-to-wall distance and a 46', 10" window-to-window distance between the Hong Ning Senior Building and the proposed development. ZR Section 23-71, which would apply to the three buildings on the zoning lot (the Hong Ning building, the Norfolk Building, and the Suffolk Building), requires that the buildings be separated from each

other by a minimum wall-to-wall distance of 40 feet, a wall-to-window distance of 50 feet, and a window-to-window distance of 60 feet.

- A special permit pursuant to the newly-created text amendment (proposed as part of the proposed actions, described below), ZR Section 78-312(g) to permit a modification of the maximum base and building height requirements of paragraph (b)(2)(i) of Section 23-011 (Quality Housing Program). This would allow the proposed new Quality Housing buildings to be constructed on a zoning lot that includes existing buildings to remain that do not comply with the maximum base height and maximum building height regulations under Quality Housing. The maximum base height under the proposed R9-1 District is 125', and the Hong Ning Senior Building is 126', 1-1/2" tall.

› Zoning text amendment to ZR Sections 23-011, 28-01 and 78-03 to make the Quality Housing program applicable within LSRDs in R9-1 Districts in Manhattan Community District 3. Except for the area that the applicant is proposing to rezone, there are no other R9-1 districts located within Manhattan Community District 3. Therefore, this text amendment will apply only to the proposed development site.

› Zoning text amendment to ZR Section 78-312 to establish a special permit to waive ZR Section 23-011(b) in R9-1 Districts in Manhattan Community District 3, which requires that, where Quality Housing is being used for a new development on a zoning lot that includes existing buildings to remain, the existing buildings must comply with the maximum base height and maximum building height regulations under Quality Housing. This text amendment would apply only to the development site, as there are no other R9-1 districts located within Manhattan Community District 3, except for the area that the applicant is planning to rezone.

› Authorization pursuant to ZR Section 13-443 to reduce the number of required parking spaces with respect to the Hong Ning Senior Housing parcel. The proposed authorization would eliminate the parking required for the Hong Ning Building at the time it was built. According to the LSRD special permit application for the Hong Ning Building, dated November 1979, the site contains 33 parking spaces.

1.5 Proposed Development and With Action Condition

The proposed development on Projected Development Site 1 consists of mixed-income housing, affordable senior housing, program and office space for the CPC, space for the BHH synagogue, and retail uses. The proposed development would consist of two independent buildings linked by a landscaped interior courtyard. The Suffolk Building would be a 30-story, 310-foot tall mixed-use, high-rise building totaling approximately 375,431 gsf, including approximately 316,421 gsf of residential space, 40,222 gsf of community facility floor area that will be owned by CPC, and approximately 18,788 gsf of neighborhood retail space facing Broome Street. The applicant intends to comply with MIH Option 1, which would require at least 25 percent of residential floor area be for affordable housing units at an average of 60 percent Area Median Income ("AMI"). The Norfolk Building would be a 16-story, approximately 165-foot tall high-rise Affordable Independent Residence for Seniors ("AIRS") building totaling approximately 86,711 gsf, including approximately 82,923 gsf of residential space and 3,788 gsf to be owned as an independent condominium unit by BHH. BHH will use the space to open a Jewish cultural heritage center which will provide a small

library and facilities for graduates and post graduate students to study Jewish heritage and customs practiced by the members of the synagogue. Part of the space will also be used as a synagogue for regular synagogue services. The total gsf of the proposed development is approximately 462,142 gsf.

The proposed development on Projected Development Site 1 (the Norfolk and Suffolk Buildings) would include approximately 488 residential units, of which, 40 percent of total units – or 208 units (composed of approximately 93 MIH and 115 AIRS residences)—would be affordable. Overall, AMI levels for MIH and AIRS units would average to 55 percent. The proposed development would provide CPC with approximately 40,222 gsf of space to consolidate its programming from more than a half-dozen disparate locations throughout Lower Manhattan. CPC would be provided with a separate entrance to its facilities on Suffolk Street. Additionally, space at the ground floor will be owned by BHH in the same location as its former home on Block 346, Lot 37. The BHH space will also have a separate entrance to its facilities on Norfolk Street.

Separate from the proposed development, in the future with the proposed actions, the owner of Projected Development Site 2 would retain the existing five-story mixed use building and develop additional commercial space totaling approximately 4,759 gsf on Lot 95.

Table 1-1 summarizes the total development projected on the two projected development sites.

Table 1-1 Projected Development

	Norfolk Building	Suffolk Building	Projected Development Site 2	Total
Commercial GSF	0	18,788	4,759	23,547
Community Facility GSF	3,788	40,222	0	44,010
Residential GSF	82,923	316,421	0	399,344
Market-rate Units	0	280	0	280
AIRS Units	115	0	0	115
MIH Units	0	93	0	93
Total Residential Units	115	373	0	488

1.6 Project Purpose and Need

The applicant believes the proposed project would support the community by providing community facility space for local organizations, such as the CPC and the BHH congregation. The proposed development, which would provide CPC with an approximately 40,000 GSF community facility condominium unit, would enable CPC to consolidate its programming (workforce development, education, and numerous other services for clients with special needs), which is currently located in ten disparate location across Lower Manhattan. Additionally, CPC would have a separate entrance to its facilities on Suffolk Street, thereby allowing the organization to maintain and strengthen its presence and identity in the Lower

East Side. Additionally, BHH space at the ground floor would be in the same location as its former home on Block 346, Lot 37, which will likewise allow it to maintain its presence and identity in the Lower East Side.

The applicant believes the proposed development would be consistent with City policy by introducing new, permanently affordable housing within the neighborhood, including critical affordable housing for seniors. According to Mayor de Blasio's affordable housing plan, Housing New York (as supplemented by Housing New York 2.0), the population of City residents who are at least 65 years old is projected to increase by 40 percent between 2010 and 2040, and there is an anticipated housing need for more than 400,000 additional seniors in the coming years. These seniors are more likely to be low-income, rent-burdened, and to live on a fixed income than other City residents. The 208 affordable units that will be built as part of the proposed development would create permanently affordable homes for those earning on average less than 55 percent of the Area Median Income, when averaging the AMI levels of the MIH and AIRS units.

The proposed development would also unlock the development potential of long underutilized private property – namely the parking lot on Block 346, Lot 75 – and create affordable homes in the process. Consistent with the Housing New York plan, it is vital to activate underutilized parcels to maintain the current pace of new construction of affordable housing.

In order to accomplish the applicant's stated goals, the applicant is requesting the land use actions described above ("1.4 Required Approvals"). The actions are necessary for the viability of the proposed project. The proposed rezoning and special permits pursuant to ZR Sections 78-312(a), 78-312(d), 78-312(f), 78-312(g) would result in changes to bulk, height, setback, minimum spacing requirements, and uses to support the density necessary to provide the amount of affordable housing, senior housing, and community facility uses to be included in the proposed project. The use of Quality Housing Program regulations would produce a design for the proposed project that is in character with the built context of the surrounding area. The text amendment to designate the project block as an MIH area is being sought because it is consistent with City policy in connection with the rezoning from R8 to R9-1. The text amendment to ZR Section 78-312 to waive ZR Section 23-011(b) in R9-1 Districts in Manhattan Community District 3 is being sought to account for the existing Hong Ning building, which exceeds the 125-foot maximum base height by 14 inches. The authorization pursuant to ZR 13-443 is being sought to eliminate parking at the site, which is not actively used by the Hong Ning building so that the proposed project could be constructed.

1.7 Analysis Framework

For the purpose of the environmental analyses, the No-Action condition represents the future absent the proposed actions and serves as the baseline by which the proposed project (or With-Action condition) is compared to determine the potential for significant environmental impacts. The difference between the No-Action and With-Action conditions represents the increment to be analyzed in the CEQR process.

1.7.1 Future No Action Condition

Projected Development Site 1 would remain in its existing condition in the No-Action condition. Because of prior actions that affect the development site and the fact that Block 346, Lot 75 is designated as accessory parking for the existing Hong Ning senior housing building on Block 346, Lot 1, there is no development that could occur as-of-right. As noted above, a portion of the development site (Block 346, Lot 75) is within a portion of the former Seward Park LSRD and therefore, discretionary actions are required for any development of the site.

The owner of Projected Development Site 2 would not develop additional commercial space on Lot 95 in the No-Action condition because such development could not occur without the proposed zoning map amendment (the existing R8 zoning precludes commercial floor area).

1.7.2 Future With-Action Condition/Increment for Analysis

As stated previously, in the future With-Action condition, Projected Development Site 1 would be developed with the Norfolk and Suffolk Buildings described above. In addition, separate from the proposed development, the owner of Projected Development Site 2 would retain the existing five-story mixed use building and develop additional commercial space totaling approximately 4,759 gsf on Projected Development Site 2.

Therefore, in total, the With-Action condition would result in a net increase of 466,901 gsf over the No-Action scenario, with approximately 399,344 gsf dedicated to residential space, 44,010 gsf for community facility space, and 23,547 gsf for commercial space (see ***Table 1-2***).

Future development of Projected Development Site 1 will be controlled by a special permit being sought as part of the proposed actions. Therefore, the proposed project would be limited to the project described above. Similarly, the proposed actions would limit future development on Projected Development Site 2 to the small commercial addition. Therefore, the development described above and summarized in ***Table 1-2*** represents the reasonable worst-case development scenario. For purposes of a conservative analysis, all 488 units will be analyzed as non-senior units.

Table 1-2 Increment for Analysis

	Norfolk Building	Suffolk Building	Projected Development Site 2	Total
Commercial GSF	0	18,788	4,759	23,547
Community Facility GSF	3,788	40,222	0	44,010
Residential GSF	82,923	316,421	0	399,344
Total GSF	86,711	375,431	4,759	466,901
Market-rate Units	0	280	0	280
AIRS Units	115	0	0	115
MIH Units	0	93	0	93
Total Residential Units	115	373	0	488

1.7.3 Analysis (Build) Year

The 2023 build year assumes receipt of project approvals in 2019 and a 2.5-year construction period.

1.8 Proposed Scope of Work for the DEIS

The New York City Department of City Planning, as lead agency for the environmental review, determined that the proposed project has the potential to result in significant environmental impacts and, therefore, pursuant to CEQR procedures, issued a positive declaration requiring that a Draft EIS be prepared for the proposed project that analyze all technical areas of concern. The Draft EIS will be prepared in conformance with all applicable laws and regulations, including the State Environmental Quality Review Act (SEQRA) (Article 8 of the New York State Environmental Conservation Law) and its implementing regulations found at 6 NYCRR Part 617, New York City Executive Order No. 91 of 1977, as amended, and the Rules and Procedure for CEQR, found at Title 62, Chapter 5 of the Rules of the City of New York.

As described previously, the environmental review provides a means for decision-makers to systematically consider environmental effects along with other aspects of project planning and design, to evaluate reasonable alternatives, and to identify, and mitigate where practicable, any significant adverse environmental impacts.

The EIS, following the guidance of the 2014 *CEQR Technical Manual*, will contain:

- A description of the proposed actions, the proposed project, and its environmental setting;
- A statement of the potential significant adverse environmental impacts of the proposed project, including their short- and long-term effects, typical associated environmental effects, and cumulative effects when considered with other planned developments in the area;

- A description of mitigation measures proposed to eliminate or minimize adverse environmental impacts;
- An identification of any adverse environmental effects that cannot be avoided if the proposed project is implemented;
- A discussion of reasonable alternatives to the proposed project; and
- A discussion of any irreversible and irretrievable commitments of resources to develop the project.

As noted above, the EIS will analyze the proposed project for all technical areas of concern. The specific technical areas to be included in the EIS, as well as their respective tasks and methodologies, are described below.

The first step in preparing the EIS is the public scoping process. Scoping is the process of focusing the environmental impact analysis on the key issues that are to be studied in the EIS. The proposed scope of work for each technical area to be analyzed in the EIS follows. The scope of work and the proposed impact assessment criteria below are based on the methodologies and guidance set forth in the 2014 *CEQR Technical Manual*.

1.8.1 Task 1: Project Description

As the first chapter of the EIS, the Project Description introduces the reader to the proposed project and sets the context in which to assess impacts. This chapter will contain a description of the proposed project: its location; the background and/or history of the project; a statement of the purpose and need; key planning considerations that have shaped the current proposal; a description of the proposed actions; and a discussion of the approvals required, procedures to be followed, and the role of the EIS in the process. This chapter is the key to understanding the proposed project and gives the public and decision makers a base from which to evaluate the proposed project.

In addition, the project description chapter will present the planning background and rationale for the actions being proposed and summarize the RWCDS for analysis. The section on approval procedure will explain the ULURP, zoning text amendment, and zoning map amendment processes, their 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 the discretionary approvals and the public hearings described.

1.8.2 Task 2: Land Use, Zoning, and Public Policy

A land use analysis characterizes the uses and development trends in the area that may be affected by the proposed project, describes the public policies that guide development, and determines whether a proposed project is either compatible with those conditions and policies or whether it may affect them. Similarly, the analysis considers the action's compliance with, and effect on, the area's zoning and other applicable public policies. This chapter will analyze the potential impacts of the proposed project on land use, zoning, and public policy, pursuant to the methodologies presented in the *2014 CEQR Technical Manual*. Additionally, this chapter will also provide a baseline for other analyses.

The land use study area will consist of the area within 400 feet of the development site (see ***Figures 1-2***, ***1-3***, ***1-4***, and ***1-5***). The analysis will include the following subtasks:

- Provide a description of land use, zoning, and public policy in the study area. Recent trends in the study areas will be noted. Other public policies that apply to the study areas will also be described.
- Based on field surveys and prior studies, identify, describe, and graphically portray predominant land use patterns in the study area. Describe recent land use trends, such as the development of the Essex Crossing sites, in the study area and identify major factors influencing land use trends.
- Describe and map existing zoning and recent zoning actions in the study area.
- Prepare a list of future development projects in the study area that are expected to be constructed by the 2023 analysis year and may influence future land use trends. Also, identify pending zoning actions or other public policy actions that could affect land use patterns and trends in the study areas. Based on these planned projects and initiatives, assess future land use and zoning conditions without the proposed actions (No-Action condition).
- Describe proposed zoning changes and land use changes based on the RWCDS (With-Action condition).
- Discuss the potential effects of the proposed project related to issues of compatibility with surrounding land use, the consistency with zoning and other public policies, and the effect of the proposed project on ongoing development trends and conditions in the study area.
- Assess the proposed project's conformity to city goals, including consistency with the City's sustainability goals (PlaNYC/OneNYC), the mayor's affordable housing plan (Housing New York 2.0), landmark preservation policies, and goals related to the Lower East Side Business Improvement district.
- If necessary, identify mitigation measures to avoid or reduce potential significant adverse land use, zoning, and/or public policy impacts.

Figure 1-2 Existing Zoning Map

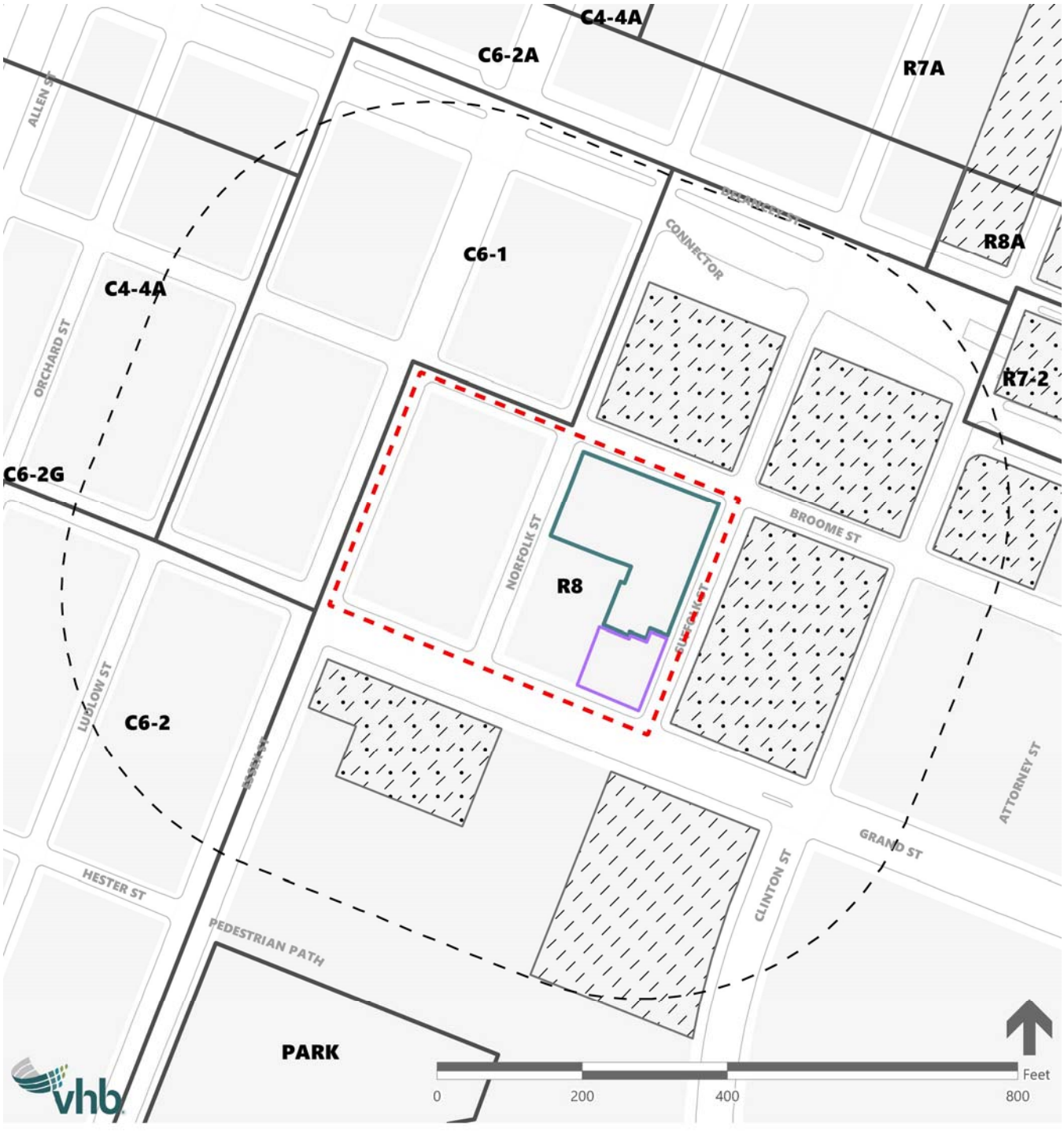


Figure 2 - Existing Zoning Map

Project Area
Projected Development Site 1
Projected Development Site 2
400 Foot Study Area
C1-5 commercial overlay
C2-5 commercial overlay

Figure 1-3 Proposed Zoning Map

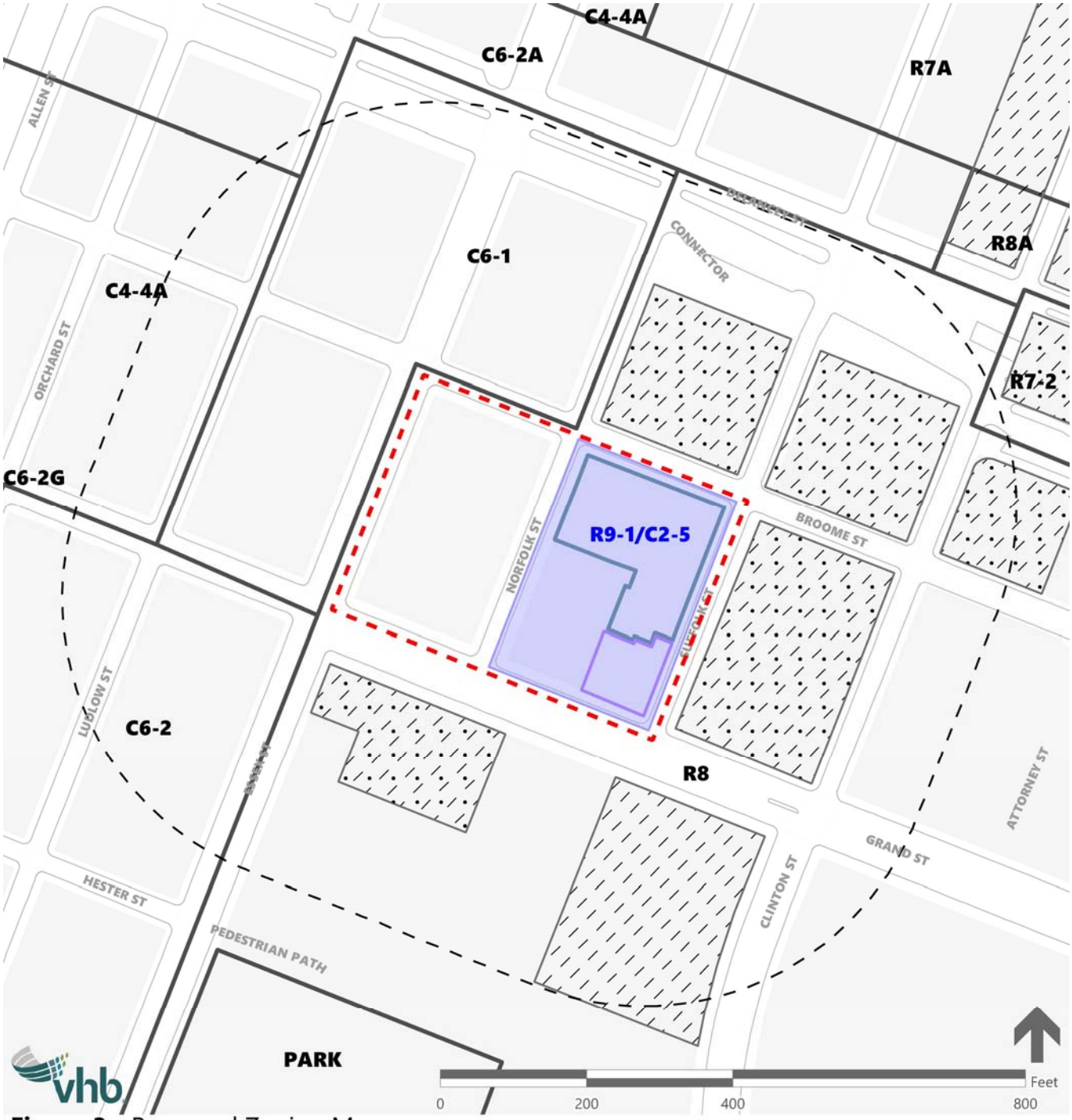


Figure 3 - Proposed Zoning Map

- Project Area
- Projected Development Site 1
- Projected Development Site 2
- 400 Foot Study Area
- Existing Zoning District
- Proposed R9-1/C2-5 Zoning District
- C1-5 commercial overlay
- C2-5 commercial overlay

Figure 1-4 Existing Land Use Map

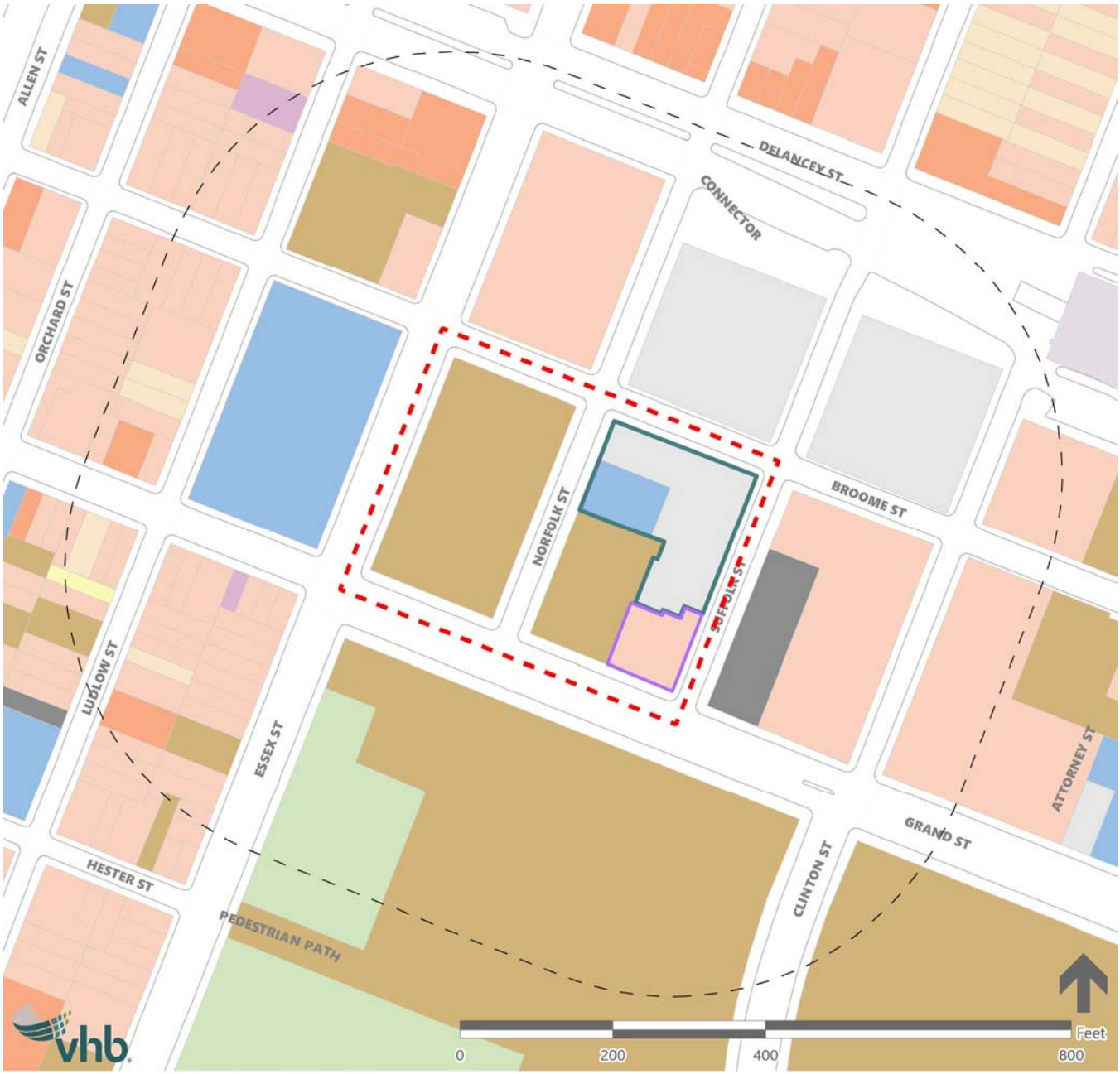


Figure 4 - Existing Land Use Map

- 400 Foot Study Area
- Project Area
- Projected Development Site 1
- Projected Development Site 2
- One & Two Family Residence
- Multi-Family Residence (Walkup)
- Multi-Family Residence (Elevator)
- Mixed Residential & Commercial
- Commercial
- Industrial / Manufacturing
- Transportation / Utility
- Public Facilities and Institutions
- Open Space and Recreation
- Parking
- Vacant Land

Figure 1-5 Tax Map

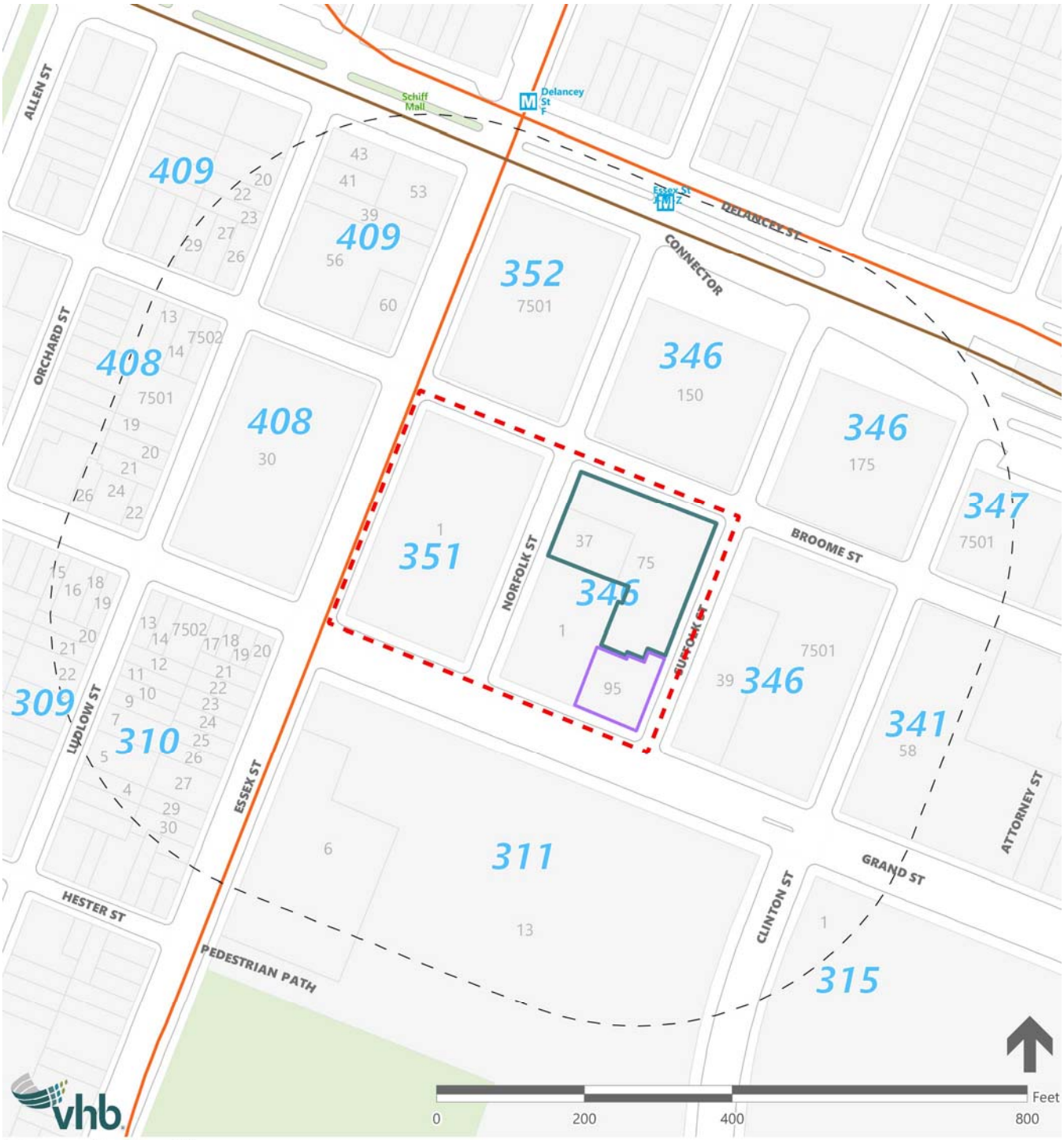


Figure 5 - Tax Map

400 Foot Study Area
Project Area
Projected Development Site 1
Projected Development Site 2

1.8.3 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.

According to the 2014 *CEQR Technical Manual*, the six principal issues of concern with respect to socioeconomic conditions are whether a proposed project would result in significant impacts due to: (1) direct residential displacement; (2) direct business displacement; (3) indirect residential displacement; (4) indirect business displacement due to increased rents; (5) indirect business displacement due to retail market saturation; and (6) adverse effects on a specific industry.

Since the development site is currently vacant, the proposed project would not result in any direct displacement – residential or business. Additionally, the proposed project is not anticipated to exceed the threshold at which an analysis of indirect business displacement (more than 200,000 sf of commercial space) would be warranted. However, because the proposed project would exceed the threshold of 200 residential units for conducting a preliminary indirect residential displacement assessment, the EIS will include this analysis.

Indirect Residential Displacement

The concern with respect to indirect residential displacement is whether the proposed project—by introducing a substantial new development that is markedly different from existing uses, development, and activities within the neighborhood—could lead to increases in property values, and thus rents, making it more difficult for some residents to afford their homes. The objective of the indirect residential displacement assessment is to determine whether the proposed project would either introduce a trend or accelerate a trend of change in socioeconomic conditions that may potentially displace a vulnerable population to the extent that the socioeconomic character of the neighborhood would change.

The indirect residential displacement analysis will use the most recent available U.S. Census data, as well as current real estate market data, to present demographic and residential market trends and conditions for the study area. The presentation of study area characteristics will include population estimates, housing tenure and vacancy status, median value and rent, and median household income. This chapter will assess the potential effects of the proposed project on the socioeconomic character of the study area, within a quarter-mile study area. The preliminary assessment will carry out the following step-by-step evaluation:

- Step 1: Determine if the proposed project would add substantial new population with different income as compared with the income of the study area population. If the expected average incomes of the new population would be similar to the average incomes of the study area populations, no further analysis is necessary. If the expected average incomes of the new population would exceed the average incomes of the study area populations, then Step 2 of the analysis will be conducted.

- Step 2: Determine if the population created by the proposed project is large enough to affect real estate market conditions in the study area. If the population increase is greater than 5 percent in the study area as a whole, then Step 3 will be conducted. If the population increase is greater than 10 percent in the study area as a whole, then a detailed analysis is required. If the population increase may potentially affect real estate market conditions, then Step 3 will be conducted.
- Step 3: Determine whether the study area has already experienced a readily observable trend toward increasing rents and the likely effect of the project on such trends and whether the study area potentially contains a population at risk of indirect displacement resulting from rent increases due to changes in the real estate market caused by the new population.

If the vast majority of the study area has already experienced a readily observable trend toward increasing rents and new market development, further analysis is not necessary. However, if such trends could be considered inconsistent and not sustained, a detailed analysis may be warranted. If no such trend exists either within or near the study area, the action could be expected to have a stabilizing effect on the housing market within the study area by allowing limited new housing opportunities and investment, and no further analysis is necessary. If those trends do exist near to or within smaller portions of the study area, the project could have the potential to accelerate an existing trend. In this circumstance, a detailed analysis will be conducted.

1.8.4 Task 4: Open Space

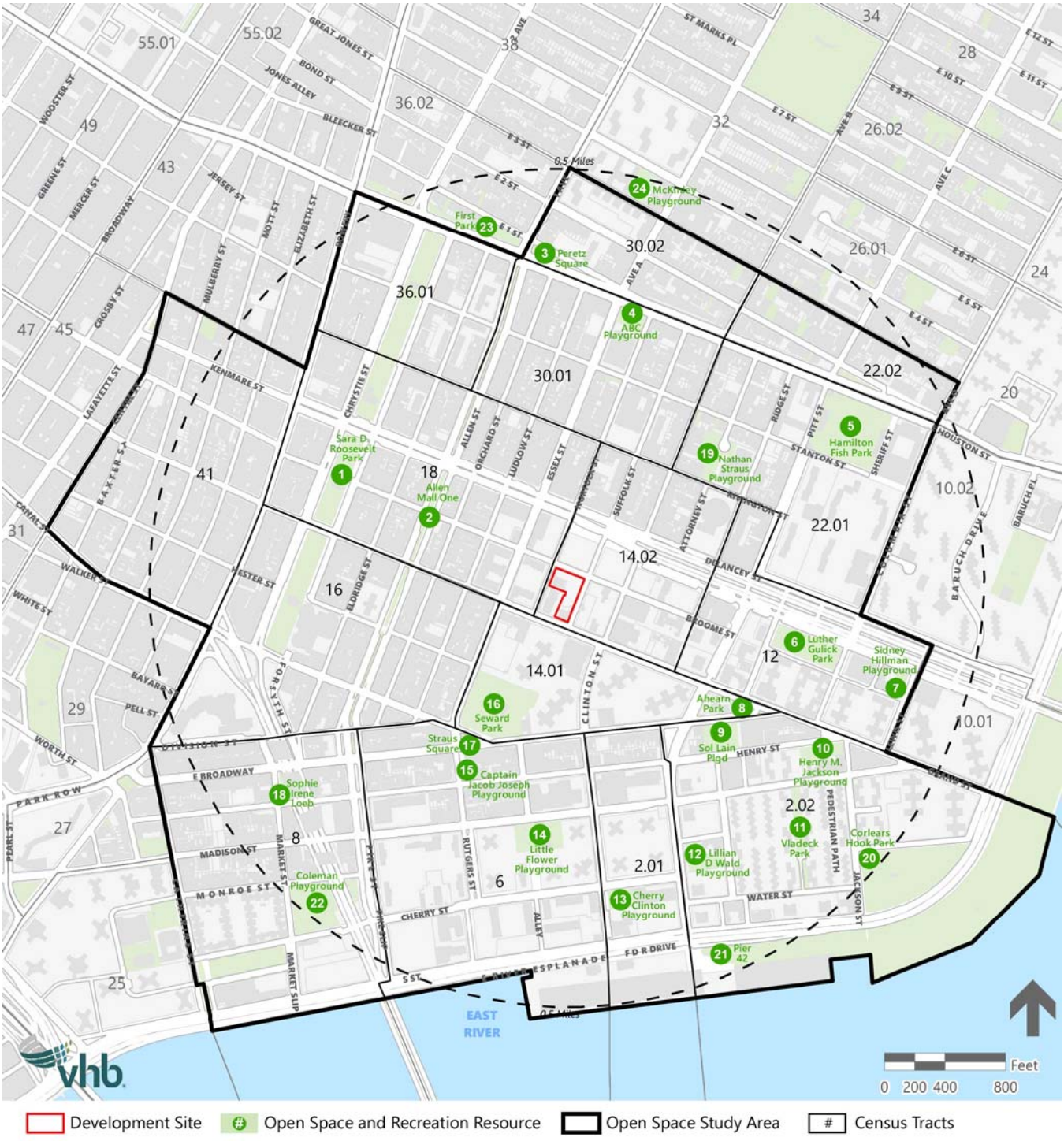
The 2014 *CEQR Technical Manual* recommends the performance of an open space assessment if a project would have a direct effect (the elimination or alteration of open space) or an indirect effect on open space through population size (overtaxing existing open space through an increase in population). The proposed project would not encroach on or cause the loss of open space, and therefore would not result in a direct effect on open space.

For projects not located within an underserved or well-served area, an assessment of indirect effects on open space is conducted if the proposed project would generate more than 200 residents or 500 workers. It is expected that the proposed project will exceed only the residential analysis threshold because the proposed project is expected to introduce 1,015 additional residents and 210 workers. Therefore, an assessment of residential open space is warranted and will be provided in the EIS.

The open space analysis will consider both passive and active open space resources. Passive and active open space ratios will be assessed in the residential study area (½-mile radius), The ½-mile study area would generally comprise those census tracts that have 50 percent or more of their area located within the ½-mile radius of the project site, as recommended in the *2014 CEQR Technical Manual* (***Figure 1-7***).

If the results of the preliminary open space assessment indicate the need for further analysis, a detailed analysis will be conducted.

Figure 1-7 Open Space Residential Study Area



1.8.5 Task 5: Shadows

A shadows analysis assesses whether new building mass resulting from the proposed actions would cast shadows on sunlight-sensitive publicly accessible resources or other resources of concern, such as natural resources, and to assess the significance of their impact. This

chapter will examine the potential for significant and adverse shadow impacts because of the proposed project. Generally, the potential for shadow impacts exists if a project 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 project would result in a structure greater than 50 feet in height (310 feet for the Suffolk Building and 165 feet for the Norfolk Building) and therefore a shadow analysis is warranted. The development site is located opposite Suffolk Street from The Park at Essex Crossing, a publicly-accessible open space that is currently under construction. To analyze the potential for significant adverse shadows impacts, the EIS will analyze the RWCDS massing to analyze the projected shadowing effects of the proposed project on sunlight-sensitive uses. The EIS will disclose the range of shadow impacts, if any, which are likely to result from the proposed project. The shadows analysis will include a Tier 1 through Tier 3 screening assessment to identify whether shadows cast by the proposed project could reach sunlight-sensitive resources.

- A preliminary shadows screening assessment will be prepared to ascertain whether the proposed project's shadows may potentially reach any sunlight-sensitive resources at any time of year.
- A Tier 1 Screening Assessment will be conducted to determine the longest shadow study area for the RWCDS, which is defined as 4.3 times the height of a structure (the longest shadow that would occur on December 21, the winter solstice). A base map that illustrates the location of the project site 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 areas that cannot be shaded by the projected and potential developments, which in New York City is the area that lies beyond 108 degrees either side of true north from the southern-most portion of the project area.
- If any portion of a sunlight-sensitive resource is within the area that could be potentially shadowed by the RWCDS, a Tier 3 Screening Assessment will be conducted. The Tier 3 Screening Assessment will determine if shadows from the RWCDS can, in absence of intervening buildings, reach a sunlight-sensitive resource on December 21 (the winter solstice), March 21/August 21 (the spring/fall equinox), May 6 (half-way between the equinoxes and the summer solstice), or June 21 (the summer solstice). The projected shadow would be modeled with a three-dimensional computer modeling software with the capacity to accurately calculate sun angles and shadows that could be cast by the proposed project to determine the extent and duration of new shadows that would be cast on sunlight-sensitive resources as a result of the proposed project. A summary table would list the shadow entry and exit times for each sunlight sensitive resource on each representative analysis day that would occur in the absence of intervening buildings.

Given the proximity to The Park at Essex Crossing, it is likely a detailed shadows analysis will be required. The shadows analysis in the DEIS will include the following subtasks:

- A detailed analysis of potential shadow impacts on publicly-accessible open spaces, natural resources, and/or sunlight-sensitive historic resources resulting from development in the RWCDS will be provided in the DEIS. The detailed shadow analysis will establish a baseline condition (No-Action Condition) within a three-dimensional modeling program that accounts for the No-Action shadows condition. The No-Action shadows condition will be compared to the future shadows conditions that would result from the proposed project (With-Action condition). The analysis will illustrate the shadows cast by existing or future buildings and distinguish the additional (incremental) shadow projected to be cast by the RWCDS.
- The detailed analysis will be documented with graphics comparing No-Action and With-Action shadows on sunlight sensitive resources that warrant detailed analysis. Graphics will illustrate the shadows that result in the No-Action condition and the shadows projected to result in the With-Action condition, with incremental shadow outlined in a contrasting color. A summary table listing the entry and exit times and total duration of incremental shadow on each applicable representative day for each affected resource will be provided.
- The significance of any shadow impacts on sunlight-sensitive resources will be assessed. If any significant adverse shadow impacts are identified, mitigation strategies will be identified and assessed.

1.8.6 Task 6: Historic and Cultural Resources

This chapter will assess the potential for the proposed action to result in significant adverse impacts on historic and cultural resources, including both archaeological and architectural resources. Archaeological resources are physical remains, usually subsurface, of the prehistoric, Native American, and historic periods—such as burials, foundations, artifacts, wells, and privies. Architectural resources generally include historically important buildings, structures, objects, sites, and districts. Historic and cultural resources include designated New York City Landmarks (NYCLs) and Historic Districts; properties calendared for consideration as NYCLs by the New York City Landmarks Preservation Commission (LPC) or determined eligible for NYCL designation (NYCL-eligible); properties listed on the State and National Register of Historic Places (S/NR) or formally determined eligible for S/NR listing (S/NR-eligible), or properties contained within a S/NR listed or eligible district; properties recommended by the New York State Board for listing on the S/NR; National Historic Landmarks (NHLs); and potential historic resources (i.e., properties not identified by one of the programs listed above, but that appear to meet their eligibility requirements).

Archaeological Resources

Archaeological resources are considered only in those areas where new in-ground disturbance is likely to occur. LPC determined the potential for the recovery of remains from Colonial and 19th Century occupation on the projected development sites. LPC recommended that an archaeological documentary study be performed for the site.

Therefore, the EIS will discuss the findings from the study and the potential for the proposed project to result in impacts on archaeological resources.

Architectural Resources

For the analysis of architectural resources, the EIS will identify and map known and potential architectural resources within a 400-foot study area, including the remnants of the BHH synagogue (NYCL, S/NR), which are located on the development site at 60-64 Norfolk Street (Block 346, Lot 37). As noted above, the synagogue was largely destroyed by a fire on May 14, 2017. The EIS will describe how the applicant has been working with LPC to incorporate artifacts and remnants into the proposed development.

The EIS will consider the potential for the proposed development and small commercial addition to result in any direct, physical effects and/or visual or contextual impacts on any identified architectural resources.

1.8.7 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. The proposed project would result in a physical change to the streetscape that will change the pedestrian experience, and therefore a preliminary assessment of urban design and visual resources will be provided in the DEIS.

The urban design study area will be 400 feet, the same as that used for the land use analysis. For visual resources, the view corridors within the study area from which such resources are publicly viewable will be identified. The preliminary assessment will consist of the following:

- Based on field visits, the urban design and visual resources of the directly affected area and adjacent study area will be described using text, photographs, and other graphic material, as necessary, to identify critical features, use, bulk, form, and scale.
- In coordination with the Land Use analysis, 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, including the development within Essex Crossing.
- Potential changes that could occur in the urban design character of the study area due to the proposed project will be described. The analysis will focus on general building types, as well as elements such as street wall height, setback, and building envelope. Photographs and/or other graphic material will be utilized, where applicable, to assess the potential effects on urban design and visual resources, including view of/to resources of visual or historic significance.

The preliminary assessment will determine whether the proposed project, in comparison to the No-Action condition, would create a change to the pedestrian experience that is sufficiently significant to require greater explanation and further study. A detailed analysis would be warranted if the proposed project would make substantial alterations to the streetscape of a neighborhood by noticeably changing the scale of buildings, potentially obstructing view corridors, or competing with icons in the skyline occurs. A detailed analysis

will be prepared if warranted based on the preliminary assessment. If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

1.8.8 Task 8: Hazardous Materials

A hazardous materials assessment determines whether the proposed project may increase the exposure of people or the environment to hazardous materials, and, if so, whether this increased exposure would result in potential significant public health or environmental impacts. 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 exposures; (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 section will examine the potential for significant hazardous materials impacts from the proposed project. The EIS will include a discussion of the development site's history and current environmental conditions and will include the results of a Phase I ESA and subsurface investigation prepared for the development site. The chapter will include a discussion of the proposed project's potential to result in significant adverse hazardous materials impacts and, if necessary, will include a description of any additional further testing, remediation, or other measures that would be necessary to avoid impacts.

1.8.9 Task 9: Transportation

This section of the EIS will evaluate whether the proposed project would create significant impacts on vehicular traffic, parking, transit services, pedestrian circulation, or traffic safety. Should significant impacts be identified per *CEQR Technical Manual* criteria, the EIS will evaluate transportation system improvements to mitigate those impacts. The transportation analysis will include the subtasks outlined below.

Travel Demand Analysis

Trip generation projections will be developed by travel mode for each of the land uses comprising the proposed project, using trip generation rates, temporal distributions, modal splits, average vehicle occupancies, and in/out splits that are published in the *CEQR Technical Manual* or in previously-conducted EISs or EASs, or databases available from the Institute of Transportation Engineers' (ITE) or other professional reference materials. This will be done for the weekday AM, midday, and PM peak periods and for the Saturday midday/afternoon peak period.

This process begins with a Level 1 screening analysis to determine whether vehicle, transit, and/or pedestrian trip thresholds outlined in the *CEQR Technical Manual* are exceeded, thus indicating the need for additional detailed analyses. The Level 1 screening analysis will produce peak hour person trip projections and vehicle trip projections for the four traffic and transportation analysis periods.

The second part of the travel demand analysis is a Level 2 screening for vehicular, transit, and pedestrian trips – the distribution and assignment of trips through the study area's roadway network, subway and bus services, and pedestrian network, and the identification of the specific intersections and subway and bus lines requiring counts and detailed quantitative analyses.

A Travel Demand Analysis (TDA) Technical Memorandum will be prepared for New York City Department of City Planning (DCP) and/or New York City Department of Transportation (DOT) review that documents the assumptions and analysis findings.

Traffic Analysis

While it is not anticipated that the project will result in more than 50 cars per intersection (i.e., the *CEQR Technical Manual* threshold for a detailed vehicular analysis), according to the *CEQR Technical Manual*, proposed projects affecting congested intersections have at times been found to create significant adverse impacts when the assigned trips are fewer than 50 vehicles in the peak hour. Therefore, DCP as lead agency in consultation with DOT, has identified congested intersections to be included in the analysis. The analysis will consist of the following:

- Define a traffic study area consisting of the following intersections:
  - Delancey Street at Essex Street
  - Delancey Street at Norfolk Street
  - Delancey Street at Suffolk Street
  - Delancey Street at Clinton Street
  - Broome Street at Norfolk Street
  - Grand Street at Clinton Street
- Conduct intersection through and turning movement counts at each of the analysis locations during the weekday AM and PM peak periods and during the Saturday midday/afternoon period. Automatic Traffic Recorder (ATR) machine counts will also be conducted for a full week and two weekends and will be used to determine if the one-day manual counts need to be adjusted for average weekday conditions. ATR machines will be placed at approximately 10 locations along the street network. Field observations will be conducted of traffic operations that will be used to calibrate subsequent level of service analyses to observed field conditions. Vehicle classification counts (e.g., autos, taxis, trucks, buses) will be conducted at representative intersections within the traffic study area.
- Identify the weekday AM and PM peak hours and the Saturday midday/afternoon peak hour and prepare traffic volume maps for each of the four traffic peak hours.
- Inventory streets and intersections for street and lane widths, lane use designations, posted parking regulations and parking maneuvers, signal phasing and timing, and other factors needed to calculate intersection capacities.

- Determine existing traffic conditions for intersections being analyzed using Highway Capacity Manual (HCM) procedures and Highway Capacity Software (HCS), i.e., existing volume-to-capacity (v/c) ratios, average vehicle delays, and levels of service – for individual traffic movements and lane groups, overall approaches to the intersection, and the overall intersection.
- Develop future No Action traffic volumes using the annual background traffic growth rate cited in the *CEQR Technical Manual* plus traffic expected to be generated by significant development projects expected to be operational near the development site by its analysis year.
- Identify any proposed changes to the street network expected to occur by the analysis year and incorporate changed intersection capacity or operational conditions attributable to those changes.
- Determine future No Action traffic conditions for the intersections being analyzed.
- Develop future With Action traffic volumes by adding project-generated traffic assignments to the future No Action traffic volumes.
- Identify proposed changes to the street network expected to occur in conjunction with the proposed project, if any, and incorporate changed capacity or operational conditions into the With Action conditions analysis.
- Determine future With Action traffic conditions for the intersections being analyzed and identify significant traffic impacts using criteria stipulated in the *CEQR Technical Manual*.

Parking Analysis

- Inventory the amount of parking existing within public parking lots and garages within a five-minute walk (¼-mile) of the proposed project. This will include the location, capacity, and utilization of such lots and garages on weekdays and Saturdays.
- Determine the parking demand for the proposed project and whether available off-street parking spaces in the area would be sufficient to accommodate the project demand (the proposed project would not provide parking).

Transit Analysis

Subways

- Identify and describe the subway routes and stations serving the development site, station access facilities, hours of operation, and frequency of service.
- Identify the volume of patrons using the Delancey Street/Essex Street subway station, which is located closest to the development site, based on information obtained from MTA/New York City Transit, as well as line-haul ridership data for weekdays and Saturdays.
- Conduct pedestrian counts along the Delancey Street/Essex Street subway station street-to-station stairwell at the southeast corner of Delancey Street and Essex Street (the analysis location) during the weekday AM and PM commuter periods.
- Determine existing station stairwell levels of service at the analysis location.

- Determine future No Action station volumes and utilization characteristics at the analysis location.
- Assign project-generated subway trips to potentially affected stations and station stairwells and turnstiles and determine whether there would be significant subway impacts at the analysis location under future With Action conditions.

Buses

- Identify and describe the bus routes and bus stops serving the development site, hours of operation, and frequency of service.
- Assign project-generated bus trips to study area bus stops.

If the thresholds for analysis are exceeded on any individual bus route, further analysis of that route will be undertaken consistent with CEQR methodologies.

Pedestrian Analysis

- Conduct pedestrian counts at intersections along key walking routes between subway stations and bus stops and the development site and other potentially affected locations in the traffic study area. These counts will be conducted at intersection crosswalks, sidewalks, and corner reservoir areas at these locations during the weekday AM, midday, and PM, and Saturday midday or afternoon analysis periods. These intersections include:
  - Broome Street and Norfolk Street
  - Broome Street and Suffolk Street
  - Grand Street and Norfolk Street
  - Grand Street and Suffolk Street
- Tabulate the pedestrian counts and establish the specific peak traffic hours to be analyzed for weekday AM, midday and PM conditions and Saturday midday or afternoon conditions. Develop pedestrian volume maps for each analyzed intersection for the four traffic peak hours.
- Determine existing pedestrian conditions for the intersections being analyzed using *Highway Capacity Manual* (HCM) procedures and in accordance with *CEQR Technical Manual* protocols.
- Develop future No Action pedestrian volumes using the annual background traffic growth rate cited in the *CEQR Technical Manual* plus pedestrian traffic expected to be generated by significant development projects expected to be operational near the proposed project site by its analysis year.
- Identify any proposed changes to the street network expected to occur under No Action conditions by the analysis year and incorporate changed capacity or operational conditions attributable to those changes on pedestrian conditions.
- Develop future With Action pedestrian volumes by adding project-generated pedestrian assignments to the future No Action pedestrian volumes.
- Identify proposed changes to the roadway network expected to occur in conjunction with the proposed project, if any, and incorporate changed capacity or operational conditions into the future With Action pedestrian analyses.

› Identify significant pedestrian impacts, if any, using criteria stipulated in the *CEQR Technical Manual*.

Safety

This section of the EIS will include a review of vehicular and pedestrian crash data for the most recent three-year period for which such data are available, and a summary of the number and severity of crashes by year for each of the traffic study area intersections. The analysis will determine whether any of the analysis intersections are considered high accident locations based on *CEQR Technical Manual* criteria and will also assess whether traffic generated by the proposed project would contribute materially at such locations. The EIS will identify potential safety improvements, if warranted.

1.8.10 Task 10: Air Quality

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

› Potential impacts from mobile sources introduced by a project.

› Potential impacts from potential air pollutant sources introduced by a project, such as:

- Emissions from a project's heating, ventilation, and air conditioning (HVAC) system
- Emissions from a project's enclosed parking garage.

› Potential impacts on the proposed project from either manufacturing/processing facilities or large/major sources that are located near the project site.

The proposed development would not introduce any parking, and therefore, an assessment of emissions from such a facility is not warranted.

It is anticipated that the number of incremental vehicular trips introduced by the project would be lower than the *CEQR Technical Manual* CO-based screening threshold of 170 vehicles per hour and the $PM_{2.5}$-based screening threshold of 23 heavy duty trucks (or equivalent) per hour would not be exceeded. Therefore, the EIS is not expected to include a detailed analysis of mobile sources; however, if these thresholds are exceeded based on the results of the traffic analysis, a detailed analysis will be provided.

The EIS air quality analysis will focus on the following:

› An assessment of the project's HVAC systems to affect both the project itself ("project on project") and uses in the surrounding area ("project on existing"). For this analysis, the CEQR graphical screening methodology will be used. If warranted, a detailed stationary source analysis using the EPA AERMOD dispersion model will be used to estimate potential impacts from building systems.

› An assessment of the potential for manufacturing/processing facilities or large/major sources that are located near the development site to affect the project. This analysis will include a field survey of the area within 400 feet of the development site to identify any processing or manufacturing facilities. Permit information will be reviewed. If any sources are identified, an industrial source screening analysis consistent with CEQR guidance will be performed.

1.8.11 Task 11: Greenhouse Gas Emissions

Increased greenhouse gas (GHG) emissions are changing the global climate and 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. Since the proposed project exceeds the 350,000 square feet development threshold in accordance with the *CEQR Technical Manual*, GHG emissions generated by the proposed project will be quantified, and an assessment of the project's energy consumption (using Table 15-1 of the *CEQR Technical Manual*) and consistency with the City's established GHG reduction goal will be performed as part of the EIS.

1.8.12 Task 12: Noise

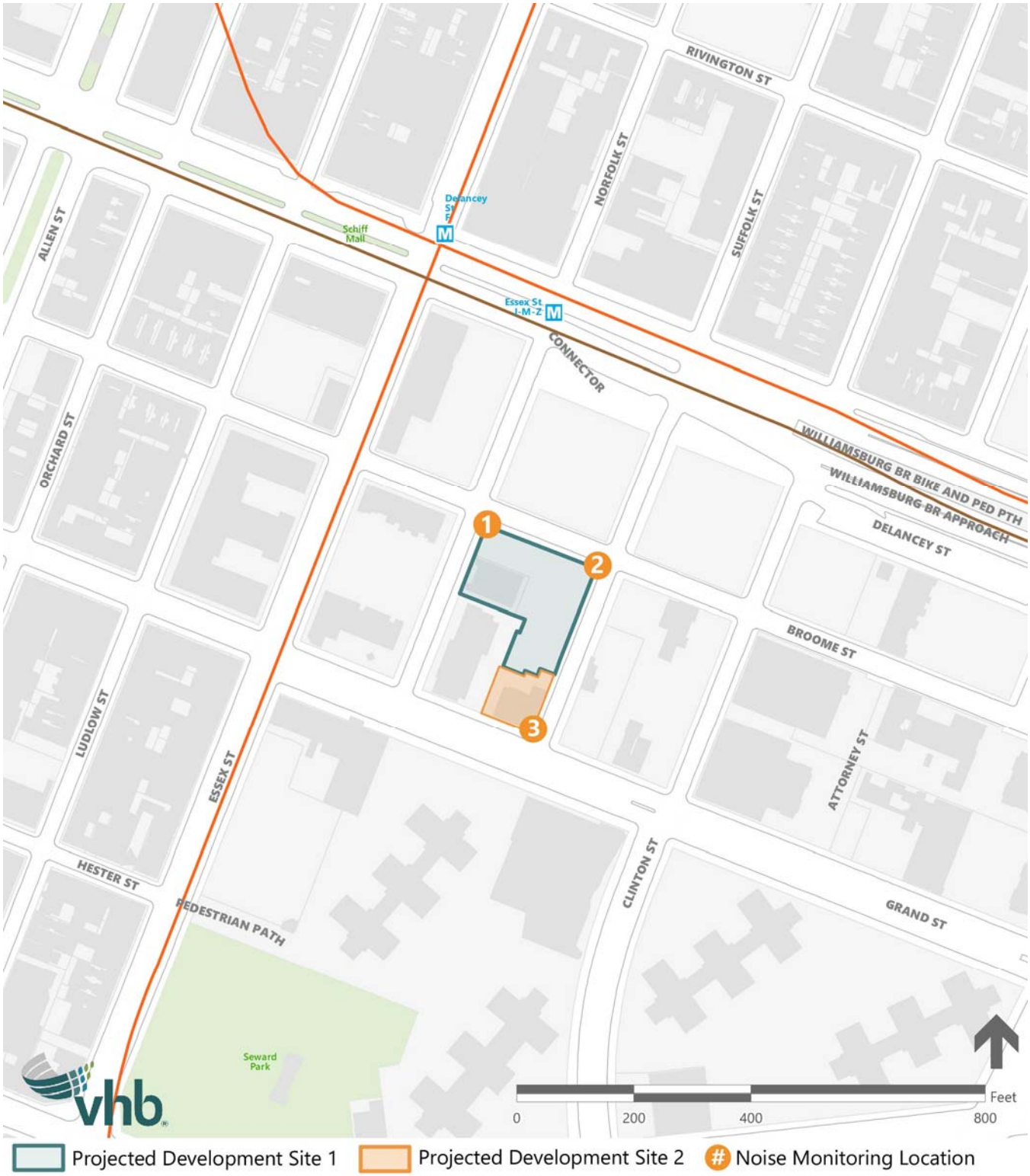
Per the 2014 *CEQR Technical Manual*, a noise analysis is appropriate if an action would generate mobile or stationary sources of noise or would be located in an area with high ambient noise levels. Mobile sources include vehicular traffic; stationary sources include rooftop equipment, such as emergency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

The proposed buildings are not anticipated to include any substantial stationary source noise generators, such as unenclosed cooling or ventilation equipment, loudspeaker systems, stationary diesel engines, or other similar types of uses. The design and specifications for the mechanical equipment, such as heating, ventilation, and air conditioning, will be selected that incorporates sufficient noise reduction to comply with applicable noise regulations and standards, including the standards contained in the revised New York City Noise Control Code. This will ensure that mechanical equipment does not result in any significant increases in noise levels by itself or cumulatively with other project noise sources.

The noise analysis will consist of the following:

› Noise measurements will be taken at representative locations identified in coordination with the lead agency to characterize existing noise conditions in the study area (see ***Figure 1-8***). All measurement locations will be selected in the field to be at a distance from the road representative of the setback distance of the proposed building. Intervening objects, such as jersey barriers, vehicles, construction perimeter walls, and scaffolding will be avoided. If necessary, measurements will be located on the opposite side of the road at a setback distance representative of the proposed development. The measurement microphone will be located at the ground level a minimum of 4 feet away from any reflecting surfaces. The measured noise levels will be directly representative of the existing ground-level noise conditions. Spot traffic counts of the local roads will be conducted during the measurements.

Figure 1-8 Noise Monitoring Locations



As described above, a detailed traffic analysis will be conducted to determine No-Action and With-Action traffic conditions. Based on the transportation analysis, the number of incremental passenger car equivalents (PCEs) between the No-Action and With-Action conditions will be analyzed to determine if the project has the potential to significantly increase (i.e. double) the number of PCEs thereby potentially increasing noise by 3 dB or more at nearby receptors and resulting in significant noise impact. If PCEs would double with the With-Action condition, a detailed traffic noise analysis will be undertaken as part of the EIS.

- Noise measurements will be conducted for AM, Midday, and PM weekday time periods and potentially for a Saturday peak period. At each noise measurement site, noise levels will be measured for 20-minute durations and include appropriate noise descriptors as per the *CEQR Technical Manual*. Simultaneous spot traffic counts, including vehicle classification and speed, will be taken.
- A screening analysis will be conducted to determine whether the proposed action could result in exceedances of noise guidelines.
- Based on predicted With-Action L_{10} noise levels, the noise analysis will result in a determination of the required wall attenuation values for the development site.

1.8.13 Task 13: Public Health

According to the *CEQR Technical Manual*, public health is the organized effort of society to protect and improve the health and well-being of the population through monitoring; assessment and surveillance; health promotion; prevention of disease, injury, disorder, disability and premature death; and reducing inequalities in health status. 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. According to the guidelines of the *CEQR Technical Manual*, a public health assessment may be warranted if an unmitigated significant adverse impact is identified in other CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise. If unmitigated significant adverse impacts are identified in any of these technical areas and the lead agency determines that a public health assessment is warranted, an analysis will be provided for the specific technical area or areas.

1.8.14 Task 14: Neighborhood Character

The character of a neighborhood is the result of a combination of various contributing elements, 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 and noise. This chapter of the EIS will use information from other EIS chapters to assess whether any identified significant adverse impacts in the areas of land use, zoning, and public policy; socioeconomic conditions; open space; historic and cultural resources; urban design and visual resources; shadows; transportation; or noise would have the potential to affect neighborhood character. If warranted, based on an evaluation of the proposed project's impacts, an assessment of neighborhood character will be prepared following *CEQR Technical Manual* methodologies. This analysis would consist of

describing the predominant factors that contribute to defining the character of the neighborhood within a 400-foot study area, summarizing changes in the character of the neighborhood that can be expected in the future No-Action condition, and evaluating the proposed project's potential to affect the defining features of the neighborhood.

1.8.15 Task 15: Construction

Construction impacts, though temporary, can have a disruptive and noticeable effect on the adjacent community, as well as people passing through the area. The EIS will present the overall construction duration for the proposed development and provide information on the entities with governmental oversight for various aspects of construction. Information on how New York City regulates construction hours will be included in this chapter. The EIS will include a discussion of the proposed project's construction period and, due to duration and location of construction, will quantitatively assess the potential for construction-period impacts in the areas of land use, transportation, air quality, noise, historic resources, and hazardous materials.

1.8.16 Task 16: Mitigation

Where significant adverse project impacts have been identified, measures to mitigate those impacts will be described. These measures will be developed and coordinated with the responsible City/State agencies as necessary. Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

1.8.17 Task 17: Alternatives

SEQRA requires that alternatives to the proposed project be identified and evaluated in an EIS so that the decision-maker may consider whether alternatives exist that would minimize or avoid adverse environmental effects. The selection of alternatives to a proposed project is determined by taking into account the nature of the specific project, its stated purpose and need, potential impacts, and the feasibility of potential alternatives. Consistent with SEQRA, a No Action Alternative will be considered. In addition, if any significant adverse impacts are identified, a No Unmitigated Significant Adverse Impact Alternative will be considered, which includes an assessment of the project that would result in no unmitigated impacts. Additional alternatives to the proposed action will also be considered once the full extent of the proposed action's impacts has been identified. The alternatives analysis will be qualitative, except where significant adverse impacts of the proposed action have been identified.

1.8.18 Task 18: EIS Summary Chapters

In accordance with CEQR guidelines, the EIS will include the following summary chapters, where appropriate to the Proposed Action:

- Unavoidable Adverse Impacts. This chapter will summarize any significant adverse impacts that are unavoidable if the proposed action is implemented regardless of the mitigation employed (or if mitigation is not feasible).

- Growth-Inducing Aspects of the Proposed Action. This chapter will summarize the "secondary" impacts of a proposed action that trigger further development.
- Irreversible and Irretrievable Commitments of Resources. This chapter will summarize the proposed actions and its impacts in terms of the loss of environmental resources (use of fossil fuels and materials for construction, etc.), both in the immediate future and in the long term.
- Executive Summary. The executive summary will use relevant material from the body of the EIS to describe the proposed action, its environmental impacts, measures to mitigate those impacts, and alternatives to the proposed action.