New York City Environmental Quality Review Act (CEQR)

Draft Scope of Work for a Draft Environmental Impact Statement

1460-1480 SHERIDAN BOULEVARD

CEQR NUMBER: 22DCP178X

BRONX, NEW YORK



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DRAFT SCOPE OF WORK FOR A DRAFT ENVIRONMENTAL IMPACT STATEMENT

1460-1480 Sheridan Boulevard | CEQR Number: 22DCP178X |13 May 2022

1. Introduction

This Draft Scope of Work (the "Draft Scope") outlines the technical areas to be analyzed in the preparation of an Environmental Impact Statement (EIS) for the "Proposed Actions," which include zoning map and text amendments, a zoning authorization, and a zoning certification from the City Planning Commission (CPC), as well as discretionary financing for affordable housing from the New York City Department of Housing Preservation and Development (HPD) and waterfront actions from the New York State Department of Environmental Conservation (NYSDEC) and the US Army Corps of Engineers (USACE). The Proposed Actions are classified as a Type I action, and coordinated review with HPD, NYSDEC, and USACE will be required.

The Applicant, Westfarms Realty LLC and 1480 Sheridan Realty LLC – two entities under control of Simone Development – seek approval of the Proposed Actions to facilitate the redevelopment of an area along the Bronx River in the Crotona Park East neighborhood of Community District 9, the Bronx (see Figures 1, 2, and 3). The mixed-use waterfront project would build upon recent improvements to Starlight Park, Concrete Plant Park, and Sheridan Boulevard, as well as the *Southern Boulevard Neighborhood Study* published by the New York City Department of City Planning (DCP).

The Rezoning Area – the area that would be rezoned with the Proposed Actions – is the portion of Bronx Block 3017 bound by Sheridan Boulevard, the prolongation of the southern streetline of East 172nd Street, the western pierhead and bulkhead line of the Bronx River, the Amtrak right-of-way, and a line 270 feet from Westchester Avenue. The Rezoning Area comprises Block 3017, Lots 29, 60, 65, 68, and 74, and portions of Lots 6 and 28. This Draft Scope outlines the analysis methods to be employed in an EIS to disclose the projected worst-case effects that could reasonably be expected to occur if the Proposed Actions are adopted.

The Proposed Actions would facilitate development of the Applicant's "Proposed Development," three buildings totaling 866,017 gross square feet (gsf) across Lots 74 (1460 Sheridan Boulevard, "Projected Development Site 1") and Lot 29 (1480 Sheridan Boulevard, "Projected Development Site 2"). Projected Development Site 1 would be developed with a 24-story (225-foot-tall plus a 15-foot-tall mechanical bulkhead), 263,862-gsf building containing approximately 304 dwelling units (DUs), all of which would be affordable units. Up to 5,000 gsf would be developed as ground floor retail. Projected Development Site 2 would be developed with two 24-story (225-foot-tall plus a 15-foot-tall mechanical bulkhead) buildings totaling 602,155 gsf, including up to 16,229 gsf of retail and 666 affordable DUs. Projected Development Site 2 would also contain up to 100 accessory parking spaces reserved for residents of the Proposed Development.

Projected development sites 1 and 2 are wholly owned by the Applicant and all DUs on the Applicant's sites would be affordable. On these two sites, the Applicant would develop a minimum 40-foot-wide shore public walkway along the Bronx River. On Projected Development Site 1, an upland connection would be provided along the site's southern boundary. On Projected Development Site 2, upland connections would be provided in the general area of the prolongation of Jennings Street and along a proposed privately owned publicly accessible open space on Projected Development Site 2.

At its northern end, the shore public walkway on Projected Development Site 1 would abut Starlight Park, a recently improved NYC Parks-operated park that spans across both sides of the Bronx River. In total, the Proposed Development would add approximately 56,123 square feet (sf) (1.29 acres) of new publicly accessible open space on privately owned land, including 35,869 sf of waterfront open space (comprising shore public walkways, upland connections, and supplement public access areas) along the west shore of the Bronx River and a 20,254-sf publicly accessible open space.

In addition to the Applicant's sites, the Rezoning Area includes "Potential Development Site A," which comprises Lots 60, 65, and 68 of the project block. These three lots are not controlled or owned by the Applicant but have the potential to be merged into one zoning lot and redeveloped with adoption of the Proposed Actions. Potential Development Site A would be developed with a mixed-use building with a seven-story base and two towers rising to 24 stories (225-foot-tall plus 15-foot-tall bulkhead). The approximately 380,025-gsf building would comprise 349,422 gsf of residential space, 3,493 gsf of ground floor retail, and 27,110 sf of accessory parking. The building would provide 349 DUs, 88-105 of which would be permanently affordable pursuant to MIH.[1] The remaining DUs would be market rate units. In accordance with R7-3/C2-4 zoning requirements, 140 parking spaces would be provided. A 40-foot-wide shore public walkway would be developed along Potential Development Site A's frontage along the Bronx River in accordance with the underlying zoning requirements of Zoning Resolution (ZR) Article VI, Chapter 2.

[1] The City's MIH Program has four MIH "Options" that each require a minimum percentage of housing units be designated as "affordable." The required affordable housing units must be provided to households with an average Area Median Income (AMI) that is dependent on the MIH Option selected. Required affordable housing under Options 1, 2, or 3 must be provided at an average below the New York City AMI. See https://www1.nyc.gov/assets/housing/downloads/pdf/mih-fact-sheet.pdf

Figure 1: Regional Location Map



Figure 2: Site Location Map

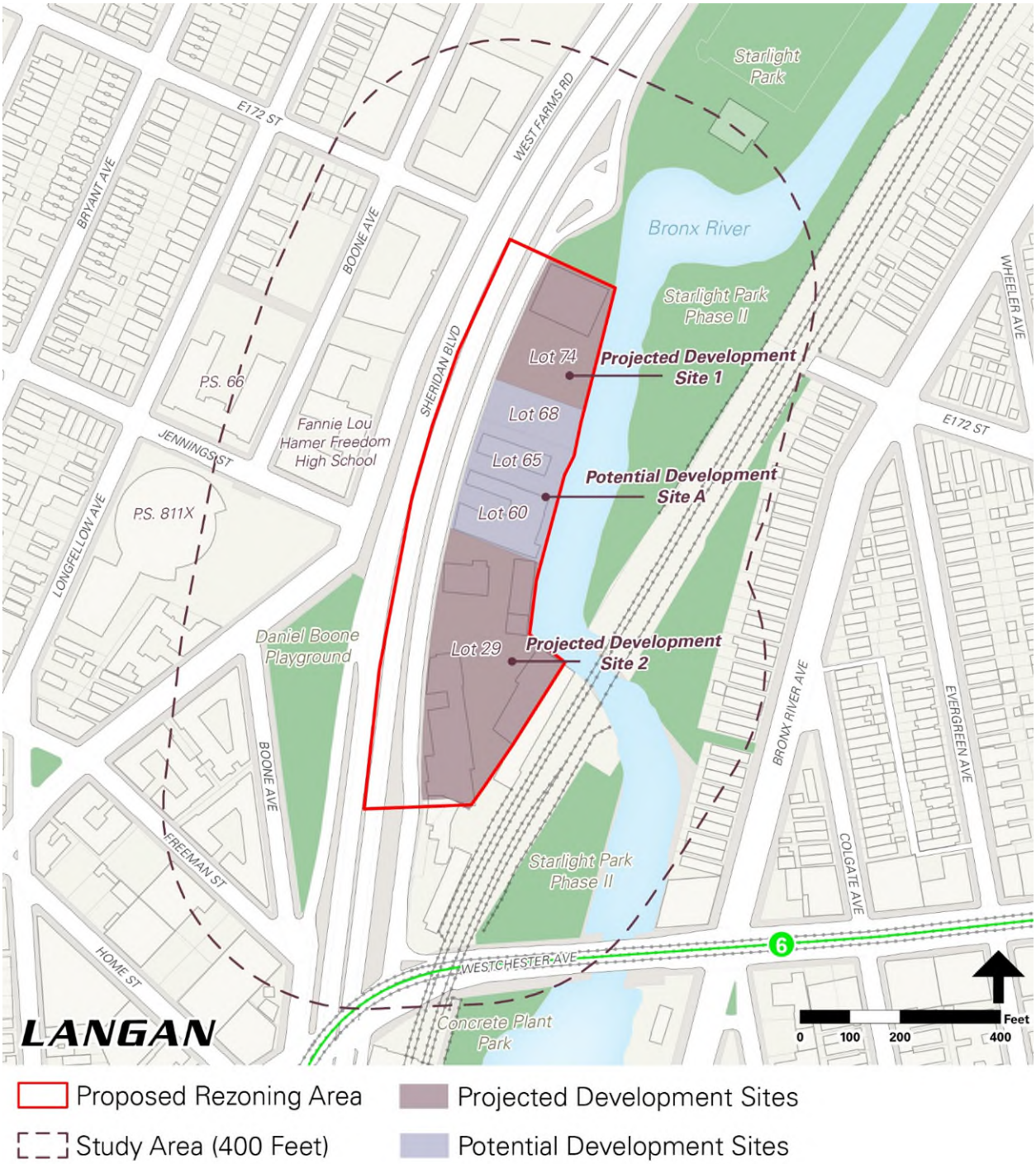


Figure 3: Aerial Map



The Proposed Actions are classified as Type I pursuant to Title 6 of the New York Codes, Rules and Regulations (NYCRR) Section 617 because the Proposed Actions would allow more 250 DUs in an area that is contiguous to a publicly owned parkland. DCP will serve as the Lead Agency on behalf on the CPC. Type I actions require an environmental review to be completed to inform the decision makers the potential consequences of their decisions pursuant to the State Environmental Quality Review Act (SEQRA). DCP, acting on behalf of the CPC, is the Lead Agency for the environmental review. SEQRA allows a local government to promulgate its own procedures provided they are no less protective of the environment, public participation, and judicial review than provided by SEQRA. The City of New York exercised this prerogative by promulgating its own procedures, known as City Environmental Quality Review (CEQR), to take into account the circumstances of New York City's urban environment.

An Environmental Assessment Statement (EAS) and Positive Declaration were issued on May 13, 2022 by DCP, as lead agency. DCP has determined that the Proposed Actions may result in significant adverse environmental impacts and directed that an EIS be prepared.

2. Project Description and Proposed Actions

To facilitate the Proposed Development, the Applicant seeks zoning map and text amendments, a zoning authorization, a zoning certification, discretionary financing for affordable housing, and waterfront actions. Specifically, the Applicant proposes the following discretionary actions (the Proposed Actions):

1. A zoning map amendment to rezone the Rezoning Area from M1-1 to an R7-3 district with a C2-4 commercial overlay.
2. A zoning text amendment to ZR Appendix F (Inclusionary Housing Designated Areas and Mandatory Inclusionary Housing Areas) to establish the Rezoning Area as a Mandatory Inclusionary Housing (MIH) area. At this time, the Applicant is proposing MIH Options 1, 2, and 3.
3. A CPC authorization(s) pursuant to ZR Section 62-822 to modify requirements for the locations of waterfront public access areas and visual corridors The CPC authorization(s) would modify the locational requirements of ZR Section 62-56 to allow visual corridors through the proposed publicly accessible private open space to be modified to accommodate the Proposed Development.
4. Affordable housing financing from the Department of Housing Development and Preservation (HPD) to develop two buildings with fully affordable residential components on the Applicants' sites. At this time, the Applicant intends to apply for HPD's "Mix & Match" program.

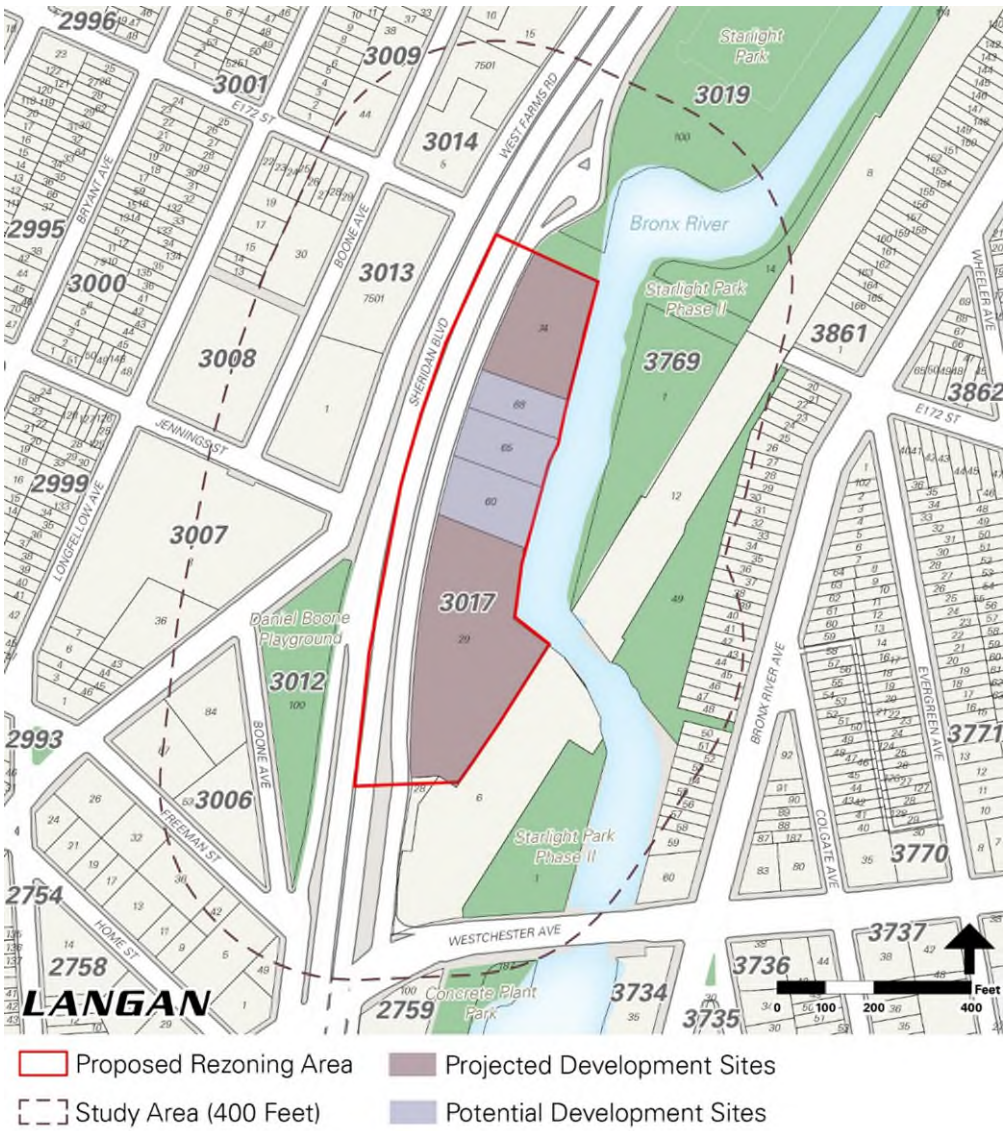
The Proposed Development would require discretionary waterfront actions from State and Federal agencies. A Joint Application will be made to NYSDEC and USACE to address these waterfront actions. The Proposed Development would also require a waterfront zoning certification pursuant to ZR Section 62-81 (a non-discretionary, ministerial action by the CPC) to demonstrate compliance with applicable waterfront zoning regulations.

Rezoning Area

The Rezoning Area is bound by Starlight Park to the north, the Bronx River and the Amtrak right-of-way to the east, a line 270 feet north of Westchester Avenue to the south, and

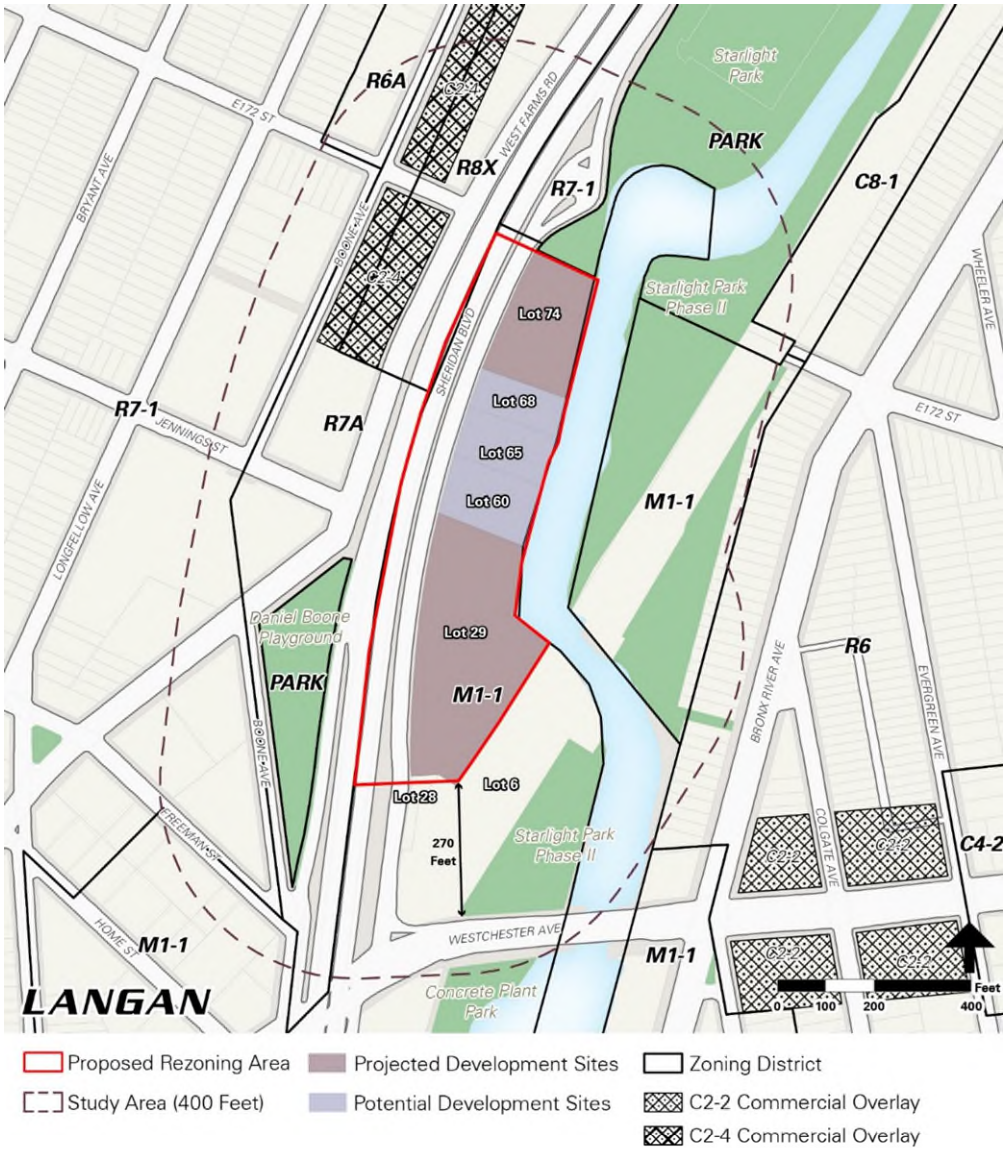
the centerline of Sheridan Boulevard to the west. The Rezoning Area contains Bronx Block 3017, Lots 29, 60, 65, 68, and 74, and portions of Lots 6 and 28 (see Figure 4).

Figure 4: Tax Map



The Rezoning Area is currently an M1-1 zoning district (see Figure 5). M1-1 zoning districts are light manufacturing districts that allow light industrial uses and some commercial and community facility uses. Residential uses are not allowed as-of-right. Commercial and industrial uses are allowed up to a floor area ratio (FAR) of 1.0, and community facilities are allowed up to an FAR of 2.4. The Rezoning Area is in a Transit Zone, a FRESH Zone, and the New York City Coastal Zone Boundary.

Figure 5: Existing Zoning Map



The Rezoning Area is on a waterfront block adjacent to the Bronx River. Per the New York City Department of Parks and Recreation (NYC Parks), the once neglected Bronx River is New York City's only freshwater river. Community efforts, starting in the 1970s, have led to restoration of the river, improvement in water quality, and the creation of a system of waterfront parks.[2] The Bronx River Greenway is an effort led by the Bronx River Alliance in coordination with NYC Parks, and its mission is to develop open spaces, restore existing parks, and integrate them into a continuous series of parks and trails along the river.[3]

Per NYSDEC, the open waters of the Bronx River adjacent to the Rezoning Area are mapped as Tidal Wetlands, and are classified as Littoral Zone wetlands. NYSDEC regulates wetland-adjacent areas and typically requires a high percentage of pervious surfaces to help absorb rainfall and reduce runoff. The preliminary Flood Insurance Rate Map (pFIRM)

[2] "The Bronx River Greenway: Then and Now." NYC Parks. https://www.nycgovparks.org/highlights/bronx-river-greenway/then-and-now
[3] Bronx River Alliance website. Last accessed 25 August 2021. https://bronxriver.org/about/greenway

published by the Federal Emergency Management Agency (FEMA) shows the majority of the Rezoning Area is within the 100-year floodplain (Zone AE), with portions in the 500-year floodplain and other portions in an area of minimal flood hazard chance.

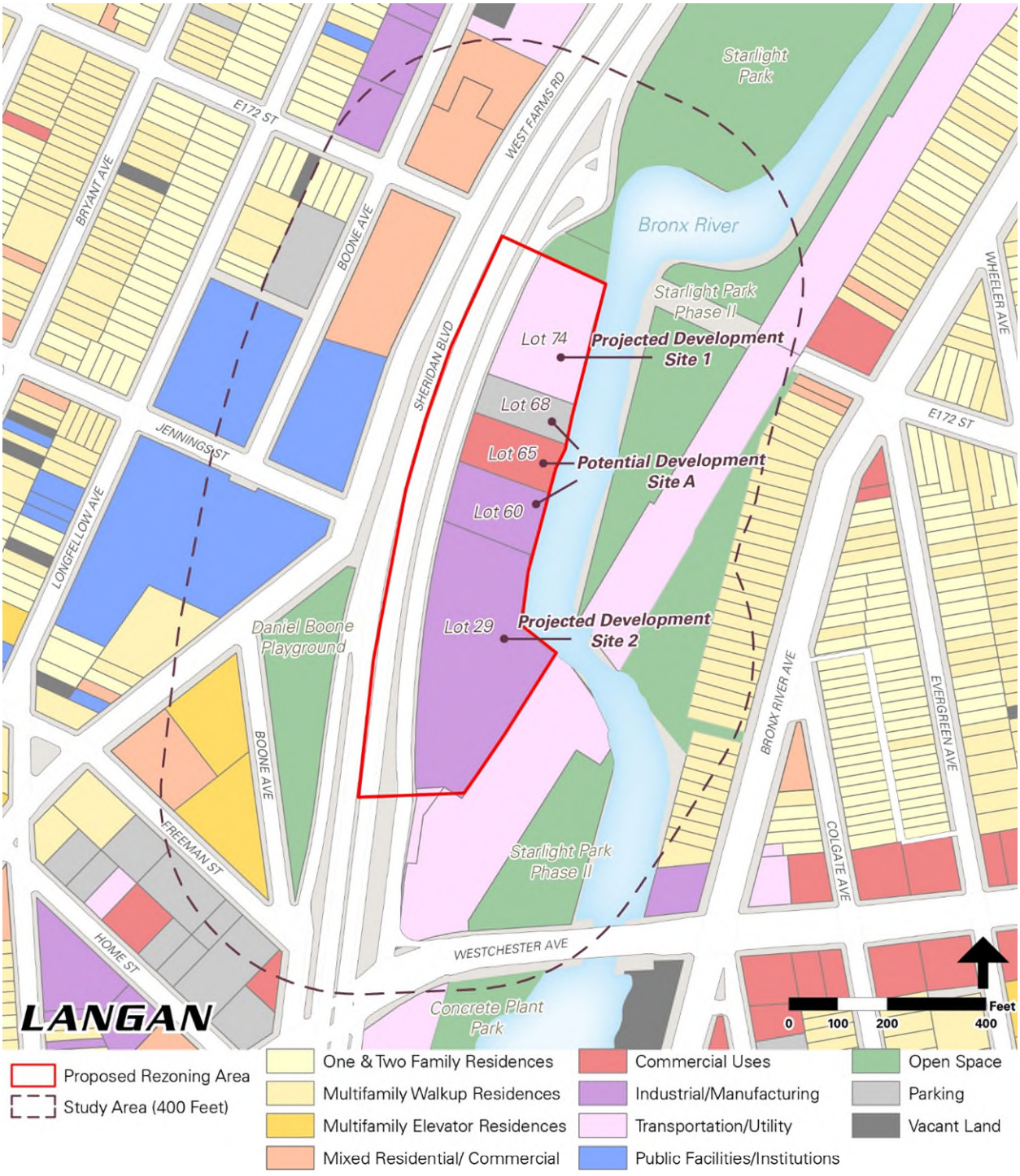
To the west of the Rezoning Area is Sheridan Boulevard. This street was the subject of a recent capital improvement project completed by New York State Department of Transportation (NYSDOT) in December 2019. This project transformed the former Sheridan Expressway into a pedestrian-friendly boulevard and provided improved pedestrian connections to the Bronx River waterfront and Starlight Park from upland areas. The improvements resulted in signalized intersections and pedestrian crosswalks at Sheridan Boulevard's intersections with East 172nd Street (near Projected Development Site 1) and Jennings Street (near Projected Development Site 2). Improvements were also made to the Sheridan Boulevard service road (Edgewater Road), which installed a dedicated bicycle lane, reconfigured traffic lanes, and normalized the geometry of the intersections between this service road and Sheridan Boulevard.

To the north of the Rezoning Area, the de-mapped portion of East 172nd Street between Sheridan Boulevard and the Bronx River is under the jurisdiction of NYC Parks. This area is used by NYC Parks for parking, a boat launch, kayaks and other storage. To the north and east is Starlight Park, a 13-acre City park operated by NYC Parks. The portion of the park north of East 172nd Street was upgraded under a recent NYC Parks capital improvement project that installed a turf field, playgrounds, picnic area, basketball courts, kayak launch, and the Bronx River House, an environmental learning center and boathouse and the headquarters of the Bronx River Alliance. On the south side of the Bronx River and to the southeast of the Rezoning Area beyond the Amtrak right-of-way, Phase II of Starlight Park is undergoing construction and is anticipated to be complete in summer 2022. Phase II connects Starlight Park to Concrete Plant Park across Westchester Avenue. NYC Parks transformed Concrete Plant Park from a concrete plant into a waterfront City park in 2009. Both Concrete Plant Park and Starlight Park are part of the Bronx River Greenway system.

To the south of the Rezoning Area is an active auto repair facility on Lot 28 and an active Amtrak rail line on Lot 6. Lot 6 is an approximately 97,985-sf lot that is used as right-of-way for the Amtrak rail line, and Lot 28 is approximately 8,500 sf. Portions of these lots are within the Rezoning Area, but they are not included as development sites based on CEQR guidelines. Lot 6 is utilized for the Amtrak right-of-way, a use that is expected to continue under the Proposed Actions. Lot 28 is a small irregularly shaped lot, which limits its development potential, and it is not expected to be affected by the Proposed Actions.

The Rezoning Area is approximately 0.3 miles from the No. 6 subway line at the Whitlock Avenue station, and is proximate to local bus routes along Westchester Avenue, East 174th Street, and West Farms Road. The surrounding area contains a mix of open spaces (Daniel Boone Playground, Starlight Park, and Concrete Plant Park), institutional, transportation/utility, and mixed residential and commercial uses (see Figure 6).

Figure 6: Land Use Map



Development Sites

The Reasonable Worst Case Development Scenario (RWCDS) for this project established that two projected development sites and one potential development site would result from the Proposed Actions. The two projected development sites are owned by the Applicant. Projected Development Site 1 (1460 Sheridan Boulevard) is a 41,408-square-foot (sf) corner lot that contains a one-story, approximately 14,000-gsf automobile mechanic training facility. Projected Development Site 2 (1480 Sheridan Boulevard) is a 97,892-sf lot containing an open parking facility and five one-story associated office buildings totaling approximately 25,197 gsf of building area. The buildings on Projected Development Site 2 are accessory to the parking facility.

Projected Development Sites 1 and 2 are separated by three intervening tax lots that comprise Potential Development Site A – Lots 68, 65 and 60. Lot 68 is a 14,411-sf lot used as an open truck parking facility. Lot 65 is an approximately 19,070-sf lot improved with a 26,353-gsf three-story hotel that was developed in 2007. Lot 60 is an approximately 23,495-sf lot improved with a 16,398-gsf one-story vacant industrial building.

Rezoning Area History

Historically, the Rezoning Area was home to industrial and transportation-related uses. Projected Development Site 1 was occupied by several railroad companies, including a powerhouse and other supportive operational facilities during the first half of the 20th century. The current building on this site was constructed in 1965, and the site was used as an iron works facility starting in the 1970s.

Projected Development Site 2 was occupied by a coal and lumberyard during the first half of the 20th century, and later used for concrete slab manufacturing, welding, and automobile repair uses. The existing buildings on Projected Development Site 2 were constructed in 1924.

The industrial building on Lot 60 was constructed in 1929. It was used for steel storage and welding.

The hotel on Lot 65 was constructed in 2007. In December 2018, the M1 Hotels Text Amendment was adopted by the New York City Council. This amendment introduced a requirement to obtain a CPC special permit before a new hotel can be constructed in M1 districts. The hotel on Lot 65 was constructed before the M1 Hotel Zoning Text Amendment was approved, and is a legally compliant use. In December 2021, City Council adopted the Citywide Hotels Text Amendment, which requires CPC approval for new and enlarged hotels and motels in many areas throughout the city.

Per the 1901 Sanborn Map, Lots 65 and 68 were previously used as a coal yard.

The existing M1-1 district mapped over the Rezoning Area has been in place since the passage of the 1961 Zoning Resolution. The zoning lots in the Rezoning Area have not been the subject of any site-specific discretionary land use actions from the CPC or the NYC Board of Standards and Appeals.

Relevant Planning Initiatives

Bronx River Greenway Plan

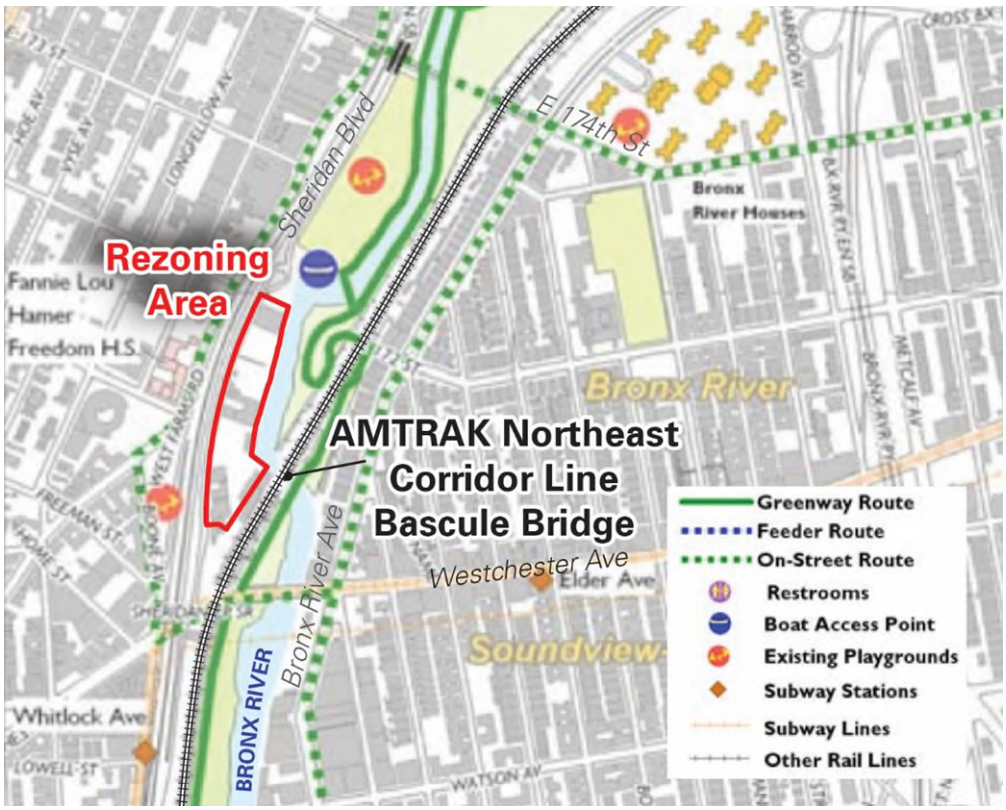
In June 2006, the Bronx River Alliance released the *Bronx River Greenway Plan*. The plan affirmed the Alliance's collective vision for the Bronx River Greenway and provides a

framework to guide its realization. The plan represents years of collaboration by the Alliance and its partners, including NYC Parks and NYSDOT.

The principal goal of the *Bronx River Greenway Plan* is to guide the development of a 23-mile continuous bike and pedestrian path that extends north from the Bronx into Westchester County. The plan also provides guidelines for maintenance, operations, programming, and the incorporation of ecological principles.

As shown in Figure 7 near the easternmost point of the Rezoning Area, the Bronx River Greenway Plan envisioned a greenway route crossing the river to the east of the Amtrak Bridge. The plan envisioned a second crossing north of East 172nd Street. The plan did not identify the Rezoning Area as part of the greenway route or as a feeder route to the greenway.

Figure 7: Bronx River Greenway Plan - Bruckner Blvd to E. Tremont Ave



Source: Bronx River Greenway Plan

Sheridan Expressway – Hunts Point Land Use and Transportation Study

The *Sheridan Expressway-Hunts Point Land Use and Transportation Study*, released in December 2013, was a joint effort of NYC Department of Transportation (NYC DOT), DCP, the NYC Economic Development Corporation (EDC), and HPD. The plan focused on rezoning to encourage a mix of uses along the waterfront, increasing pedestrian access to the Bronx River and waterfront amenities, improving pedestrian safety at dangerous intersections, and creating over 1,600 linear feet of publicly accessible waterfront along the Bronx River, including a connected greenway from Starlight Park to Concrete Plant Park. The plan also focused on reconfiguring the limited-access Sheridan Expressway, which was completed in 2018 (see "Sheridan Boulevard Improvements" below).

Southern Boulevard Neighborhood Planning Study

In 2016, DCP – in consultation with other city agencies and Councilmember Rafael Salamanca – initiated the *Southern Boulevard Neighborhood Planning Study*. The goal of the first public meeting was to present past plans, identify key stakeholders and their organizational missions, and to allow community members a forum to share ideas for a planning process for Southern Boulevard, which is located approximately six blocks west of the Rezoning Area. The study has engaged community residents and stakeholders in a ground-up comprehensive neighborhood study around Southern Boulevard since 2016. High-level goals for the study are:

- To preserve and invest in existing community assets;
- To address longstanding health and economic inequities in the community by focusing on root causes;
- To ensure that the neighborhood is a great place for young people to grow up and for seniors to age in place; and
- To connect people to each other, resources, opportunities, and assets.[4]

The Southern Boulevard Neighborhood Planning Study concluded public engagement in 2019.

Sheridan Boulevard Improvements

In 2018, NYSDOT approved a plan to transform the Sheridan Expressway from an interstate highway to a pedestrian-friendly boulevard. This transformation was intended to allow a safer direct pedestrian connection to the Bronx River waterfront and Starlight Park from upland areas. The improvements resulted in signalized intersections and pedestrian crosswalks at Sheridan Boulevard's intersections with East 172nd Street (near Projected Development Site 1) and Jennings Street (near Projected Development Site 2). Improvements were also made to the Sheridan Boulevard service road (Edgewater Road), which installed a dedicated bicycle lane, reconfigured traffic lanes, and normalized the geometry of the intersections between this service road and Sheridan Boulevard.

Penn Station Access

In September 2021, the Federal Transit Administration (FTA) issued a Finding of No Significant Impact (FONSI) for the Penn Station Access project, which includes four new stations in the East Bronx with Metro-North service to Penn Station, Westchester County, and Connecticut. Other key project elements include rehabilitating the existing Amtrak Bridge over the Bronx River just east of the Rezoning Area and constructing a new single-track railroad bridge immediately north of the existing bridge to accommodate additional passenger tracks. The overall duration of the repair of the existing bridge would likely be approximately 24 months, and construction of the new bridge is anticipated to take approximately 12 months. Pursuant to the environmental review documents for this project, the anticipated start date of construction has not yet been announced.

[4] Southern Boulevard One Page Study Description published by DCP. Last accessed 25 August 2021. https://www1.nyc.gov/assets/planning/download/pdf/plans-studies/southern-blvd/southern-boulevard-description.pdf?r=1

3. Proposed Development

The Applicant proposes to demolish the existing buildings on Projected Sites 1 and 2 to allow development of one mixed-use building on Projected Development Site 1 ("Building 1"), and two mixed-use buildings ("Building 2" and "Building 3") on Projected Development Site 2. The buildings would contain ground floor and cellar retail uses and a fully affordable residential component. The Applicant would also undertake waterfront and open space improvements on Projected Development Sites 1 and 2 by constructing approximately 56,123 sf (1.29 acres) of publicly accessible open space comprising a minimum 40-foot-wide shore public walkway, upland connections, and a publicly accessible open space. The Proposed Development would provide up to 970 DU, all of which would be permanently affordable. The floor area by use in the Proposed Development is shown in Table 1.

Table 1: Proposed Development - Floor Area by Use

	GSF by Use				Programming		
Building	**Residential**	**Retail**	**Parking**	**Total**	**Bldg Height (ft)***	**Parking Spaces**	**DU**
Projected Development Site 1							
Bldg 1	258,862	5,000		0	240	0	304
Projected Development Site 2							
Bldg 2	292,920	9,209	20,000	322,129	240	100	345
Bldg 3	273,006	7,020		280,026	240		321
TOTAL	**824,788**	**16,229**	**20,000**	**866,017**	**Max. 240**	**100**	**970**

* The building height includes 15-foot-tall mechanical bulkheads on each building.

Projected Development Site 1 would be developed with a 24-story, 240-foot-tall (225 feet plus a 15-foot-tall mechanical bulkhead), 263,862-gsf building containing approximately 304 affordable DU. A minimum 40-foot-wide shore public walkway would be developed along the site's waterfront, and a 35-foot-wide waterfront public access would be provided along the site's southern boundary between Sheridan Boulevard and the shore public walkway. The site would contain approximately 15,002 sf of waterfront open space (see Appendix A of the EAS for the proposed site plans). The shore public walkway on Projected Development Site 1 would abut Starlight Park. Up to 5,000 gsf of retail would be developed at ground floor and at the cellar level along the shore public walkway.

Projected Development Site 2 would be developed with two 24-story, 240-foot-tall (225 feet plus 15-foot-tall mechanical bulkhead) buildings totaling 602,155 gsf. Combined, the two buildings would contain up to 16,229 gsf of retail and 706 affordable DU (565,926 residential gsf). Building 2 would contain 9,209 gsf of retail, 345 affordable DU (292,920 gsf residential), and 100 accessory parking spaces (approximately 20,000 gsf). Building 3 would contain 7,020 gsf of retail and 321 affordable DU (273,006 residential gsf).

A minimum 40-foot-wide shore public walkway would be developed along Projected Development Site 2's waterfront. An upland connection would be developed along Projected Development Site 2's northern lot line between Sheridan Boulevard and the Bronx River; the proposed CPC authorization pursuant to ZR Section 62-822 would allow the flexibility to align the required 50-foot-wide visual corridor and upland connection along this northern lot line instead of along the prolongation of Jennings Street. The area between Buildings 2 and 3 would be improved with a publicly accessible open space that would contain an amphitheater and other passive recreational uses. This space would provide a second public access area between Sheridan Boulevard and the Bronx River

waterfront on Projected Development Site 2. The waterfront open space would comprise approximately 20,867 sf. In addition to the waterfront open space, the Applicant also proposes approximately 20,254-sf publicly accessible open space. Drawings of the Proposed Development are provided in Appendix A of the EAS.

All dwelling units on the Applicant-owned sites would be affordable to low-income households (for CEQR purposes, defined as households earning 80 percent or less than the AMI). Sites within the Transit Zone do not require parking for affordable units reserved for low-income households, however the Proposed Development would provide up to 100 accessory parking spaces on Projected Development Site 2. The Proposed Development would be funded in part by discretionary affordable housing financing from HPD.

4. Purpose and Need

The Proposed Actions would help achieve a larger vision for the neighborhood – established in DCP's *Southern Boulevard Neighborhood Study*, the Bronx River Alliance's *Bronx River Greenway Plan*, and the *Sheridan Expressway-Hunts Point Land Use and Transportation Study* – by revitalizing a section of the Bronx River waterfront with mixed-use development comprising affordable residential, retail, and open space uses. The Proposed Actions would achieve these larger policy goals by reconnecting upland areas to existing waterfront spaces – including Starlight Park and Concrete Plant Park – and by providing project-generated waterfront open space through a series of public access areas. The existing manufacturing district would be rezoned to a mixed-use district to allow for residential and commercial development at a similar scale to recent development in the area such as the Compass Residences affordable housing complex (on West Farms Road) across Sheridan Boulevard from the Rezoning Area. The proposed zoning map and text amendments would allow the site planning and massing of the projected buildings to respond to the surrounding waterfront and urban context, and support a superior site plan with better urban design. The proposed authorization would allow an upland connection to align with the northern boundary of Projected Development Site 2 (rather than Jennings Street) to allow more efficient development.

The Proposed Actions would also introduce new affordable residential units in the Rezoning Area, in accordance with the goals of citywide public policies such as *OneNYC 2050*, *Housing New York 2.0*, and the New York City Waterfront Revitalization Program, as well as more localized policies such as the *Southern Boulevard Neighborhood Study*, and the *Sheridan Expressway-Hunts Point Land Use and Transportation Study*.

5. Analysis Framework

The *2021 CEQR Technical Manual* will serve as guidance on the methodologies and impact criteria to evaluate the potential environmental effects of the Proposed Actions. Consistent with the guidelines set forth in the *CEQR Technical Manual,* existing conditions will be described. Conditions will then be forecast to the future analysis year absent the Proposed Actions (the "No-Action Condition"). The With-Action Condition assumes the Proposed Actions would be adopted and the development sites would be redeveloped and fully occupied by the analysis (build) year. The With-Action Condition will be compared to the No-Action Condition to determine the project "increment". The increment will be used to determine the incremental effects of the Proposed Actions over the No-Action Condition. The CEQR process will determine whether the Proposed Actions

have potential to result in significant adverse impacts, as defined in the *CEQR Technical Manual* (and pursuant to both Title 62 of the Rules of the City of New York and Part 617 of the New York Codes, Rules and Regulations). Collectively, the existing, No-Action, and With-Action conditions are referred to as the RWCDS.

As described in Section 2, "Project Description," the Proposed Development requires actions from the CPC. The Applicant would also seek affordable housing financing from HPD (and potentially other affordable housing agencies) for Projected Development Sites 1 and 2, as well as waterfront actions from NYSDEC and USACE.

The RWCDS established for the Proposed Actions includes both the Applicant's Proposed Development on Projected Development Sites 1 and 2, as well as Potential Development Site A. Because the Proposed Actions would allow residential use and increase the permissible underlying FAR, the Proposed Actions may incentivize new development on the non-Applicant owned sites in the Rezoning Area. The RWCDS established that Lots 60, 65, and 68 could potentially be merged into one zoning lot to form Potential Development Site A. There are currently no plans for development on Potential Development Site A. Pursuant to CEQR guidelines, Potential Development Site A will not be included in density-related technical assessment areas, including energy, water and sewer infrastructure, solid waste and sanitation services, transportation, construction, and the indirect effects of socioeconomic conditions, community facilities, and open space.

No-Action Condition

In the No-Action Condition, existing conditions in the Rezoning Area would remain. A one-story, approximately 14,000-gsf automobile mechanic training facility would remain on Projected Development Site 1, and an open parking facility would remain on Projected Development Site 2. Potential Site A would remain improved as a hotel, an open truck parking facility, and a vacant industrial building. The existing uses conform to the use requirements of M1 districts (the existing hotel was developed prior to the adoption of the M1 Hotels Text Amendment in 2018, and therefore is a grandfathered use).

With-Action Condition

In the With-Action Condition, the Proposed Actions would be adopted, and the existing industrial buildings on the Applicants' sites would be demolished and replaced with the Proposed Development. On Potential Development Site A, if redeveloped, this site would also be demolished and redeveloped into a mixed-use waterfront building.

The With-Action Condition assumes the Applicant would construct the Proposed Development, which would nearly maximize the allowable bulk and height of the proposed R7-3/C2-4 zoning district. In the With-Action Condition, Projected Development Site 2 would remain underbuilt by 34,255 zoning sf (zsf), or approximately six percent of the proposed zoning capacity of R7-3/C2-4. Maximizing the bulk for this site would require a more expensive building configuration than is proposed. To maximize the bulk allowed by the proposed zoning, two towers atop the seven-story base of Building 3 would have to be developed, leading to added costs that cannot be borne for the proposed affordable housing development; accordingly, only one tower is currently proposed. In a two-tower (maximum capacity) scenario, a second building core would be required, with redundancy in vertical circulation and reduced floor area efficiency, making it prohibitively expensive for the proposed fully affordable housing development. Therefore, the Proposed Development is the worst case development scenario for the Applicant's sites.

Projected Development Sites 1 and 2

In the With-Action Condition, Projected Development Sites 1 and 2 would be developed with the Proposed Development as described above.

Potential Development Site A

The RWCDS established that in the With-Action Condition, Lots 60, 65, and 68 could reasonably be merged into one zoning lot and redeveloped. For analysis purposes, the EIS will analyze a hypothetical development scenario whereby Potential Development Site A would be developed with a 24-story, 240-foot-tall, 380,025-gsf building in the With-Action Condition. The building would have a seven-story base, above which two towers would rise to a roof height of 225 feet (an overall height of 240 feet when including a 15-foot-tall mechanical bulkhead). The building would comprise 349,422 gsf of residential space, 3,493 gsf of ground floor retail, and 27,110 gsf of accessory parking. The building would provide 349 DUs, 88-105 of which would be permanently affordable pursuant to MIH. The remaining DUs would be market rate units. Following the underlying R7-3/C2-4 zoning requirements, 140 parking spaces would be provided at the ground floor of the building. A dwelling unit factor of 1,000 sf per unit was assumed at Potential Development Site A.

While there are no specific development plans for Potential Development Site A, if redeveloped, Potential Development Site A's waterfront would be improved with a minimum 40-foot-wide shore public walkway. Based on the underlying waterfront area requirements in an R7-3/C2-4 district, a public access area or visual corridor on this site would not be required through this potential development site to the shore public walkway along the waterfront.

Increment

Compared to the No-Action Condition, the With-Action Condition would result in larger building envelopes and an increment of 826,820 gsf on the Projected Development Sites. The increment established in the RWCDS is shown in Table 2.

Table 2: Project Increment by Use

	No-Action	With-Action	Increment
Projected Development Sites			
DU	0	970	970
Affordable (≤80% AMI)	*0*	*970*	*970*
Affordable (>80% AMI)	*0*	*0*	*0*
Market-Rate	*0*	*0*	*0*
Residents	0	2,735	2,735
Employees	22	105	83
Waterfront Public Open Space (sf)	0	35,869	35,869
Projected Development Site 1	*0*	*15,002*	*15,002*
Projected Development Site 2	*0*	*20,867*	*20,867*
Other Publicly Accessible Open Space (Site 2)	0	20,254	20,254
Parking Spaces	425	100	-325
Residential gsf	0	824,788	824,788
Retail gsf	0	21,229	21,229
Industrial gsf	39,197	0	-39,197
Enclosed Parking gsf	0	20,000	20,000
Open Parking sf*	6,000	0	-6,000
Total gsf – Projected Development Sites	**39,197**	**866,017**	**826,820**
Potential Development Site A			
DU	0	349	349
Parking Spaces	50	140	90
Residential gsf	0	349,422	349,422
Retail gsf	26,353	3,493	-22,860
Industrial gsf	16,398	0	-16,398
Enclosed Parking gsf	0	27,110	27,110
Open Parking sf*	10,000	0	-10,000
Total gsf – Potential Development Site A	**42,751**	**380,025**	**337,274**

* Open uses are excluded from gsf calculations.

Analysis (Build) Year

The analysis year established for this project is 2031, the year when new development generated by the Proposed Actions would be complete and fully occupied. Construction of the Proposed Development would begin after the Proposed Actions have been approved and required permits obtained. Assuming 24 months for CEQR and ULURP, and additional time following these approvals for HPD financing administration, environmental remediation, Department of Buildings (DOB) submissions, and NYSDEC permits, construction is expected to commence in 2025. Construction of Building 1 on Projected Development Site 1 (1460 Sheridan Boulevard) would begin first, followed by the construction of Building 2 on Projected Development Site 2 (1480 Sheridan Boulevard). Construction of Building 3 on Projected Development Site 2 would commence in 2026. Assuming some concurrent construction and approximately 24 months of construction per each building, the Proposed Development would be complete and fully occupied in 2028.

Construction on Potential Development Site A would begin in 2028, and would take approximately 30 months to complete. The build year of 2031 encompasses the construction of both projected and potential development sites.

6. City Environmental Quality Review and Scoping

City Environmental Quality Review

The Proposed Actions require environmental review pursuant to SEQRA and CEQR procedures. DCP is the CEQR Lead Agency on behalf of the CPC.

The Proposed Actions are considered Type I pursuant to 6 NYCRR Part 617.4(b)(5)(v) and are subject to environmental review in accordance with SEQRA and CEQR guidelines. An EAS was completed on May 13, 2022 that analyzed the Proposed Actions' potential to generate significant adverse impacts (as defined in the *CEQR Technical Manual*). On May 13, 2022, DCP issued a Positive Declaration, a formal determination that the Proposed Actions may have a significant adverse impact on the environment and thus warrants the preparation of an EIS.

Scoping

The CEQR scoping process is intended to focus the EIS on those issues that are most pertinent to the Proposed Actions. At the same time, the process allows other agencies and the public a voice in framing the scope of the EIS. This Draft Scope sets forth the analyses and methodologies proposed for the EIS. During the scoping period, those interested in reviewing the Draft Scope may do so and provide comments in writing to the Lead Agency or verbally at a public scoping meeting to be held virtually on June 13, 2022 on the NYC Engage platform.

Comments received during the Draft Scope's public meeting and written comments received through 5:00 pm, Thursday, June 23 will be considered and incorporated as appropriate into a Final Scope of Work ("Final Scope"). DCP in its capacity as lead agency will oversee preparation of the Final Scope, which will incorporate all relevant comments on the Draft Scope and revise the extent or methodologies of the studies, as appropriate, in response to comments made during scoping. A Draft Environmental Impact Statement (DEIS) will be prepared in accordance with the Final Scope and 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.

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 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 10 days after the public hearing to allow additional written comments on the DEIS. A Final EIS (FEIS) will be prepared that will respond to all substantive comments on the DEIS, along with any revisions to the technical analyses necessary to respond to those comments. The FEIS will then be used by decision makers to evaluate CEQR findings, which will address project impacts and proposed mitigation measures in deciding whether to approve the requested discretionary actions with or without modifications.

7. Proposed Scope of Work for the EIS

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 first step in preparing the EIS document 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 first step in preparing the EIS document 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.

Based on the EAS, the Proposed Actions do not meet the criteria warranting analysis of solid waste and sanitation services, and energy, and no significant adverse impacts to solid waste and sanitation services, and energy would occur with the Proposed Actions. The EIS will include detailed analysis in the technical areas where the Proposed Actions would potentially result in significant adverse impacts, based on the findings of the EAS. The scope of work and the proposed impact assessment criteria below are based on the methodologies and guidance set forth in the 2021 *CEQR Technical Manual*.

The EIS will contain:

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

The specific CEQR technical areas and tasks to be included in the EIS are described below.

Task 1: Project Description

The first chapter of the EIS will introduce the reader to the Proposed Actions and set the context of the environmental review. This chapter is basic to understanding the Proposed Actions and its impacts, and gives the public and decision-makers a context from which to evaluate the Proposed Development. The chapter will contain:

- a narrative of the Rezoning Area and its history;
- a purpose and need statement;
- a description of the Proposed Actions, the Proposed Development, and the CEQR analysis framework; and
- a discussion of the roles of involved public agencies, procedures to be followed, and the role of the EIS in the CEQR process.

Task 2: Land Use, Zoning, and Public Policy

Land Use and Zoning

The Proposed Actions include zoning map and text amendments, a zoning authorization, a zoning certification, discretionary funding for affordable housing, and waterfront

actions. These actions would result in changes to current land uses and bulk regulations in the Rezoning Area and 400-foot Study Area. The land use and zoning assessment will:

1. Describe land uses and development trends in the Study Area that could potentially be affected by the Proposed Actions; and
2. Describe zoning in the Study Area and the type of development that the zoning typically yields in new developments.

Public Policy

The public policy assessment will be prepared to determine the potential for the Proposed Actions to alter or conflict with applicable public policies and plans. The public policy assessment will:

1. Describe public policies that may be applicable to the Rezoning Area; and
2. Determine whether the Proposed Actions are compatible with those conditions and policies, and whether the Proposed Actions have the potential to adversely affect or conflict with the goals of the relevant public policies.

Because the Rezoning Area is within the Coastal Zone Boundary, a Waterfront Revitalization Plan (WRP) consistency assessment will be provided in the EIS. A Consistency Assessment Form (CAF) and supporting materials will be appended to the EIS.

Task 3: Socioeconomic Conditions

As defined in the *CEQR Technical Manual,* the socioeconomic character of an area includes its population, housing, and economic activity. Socioeconomic changes 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, regardless of whether the changes result in other environmental impacts under CEQR. A socioeconomic assessment considers whether a proposed project could result in significant adverse impacts on the socioeconomic character of an area due to:

1. the direct displacement of the residential population;
2. the indirect displacement of the residential population within a study area;
3. direct displacement of existing businesses on a project site;
4. indirect displacement of existing businesses within a study area; or
5. adverse effects on specific industries.

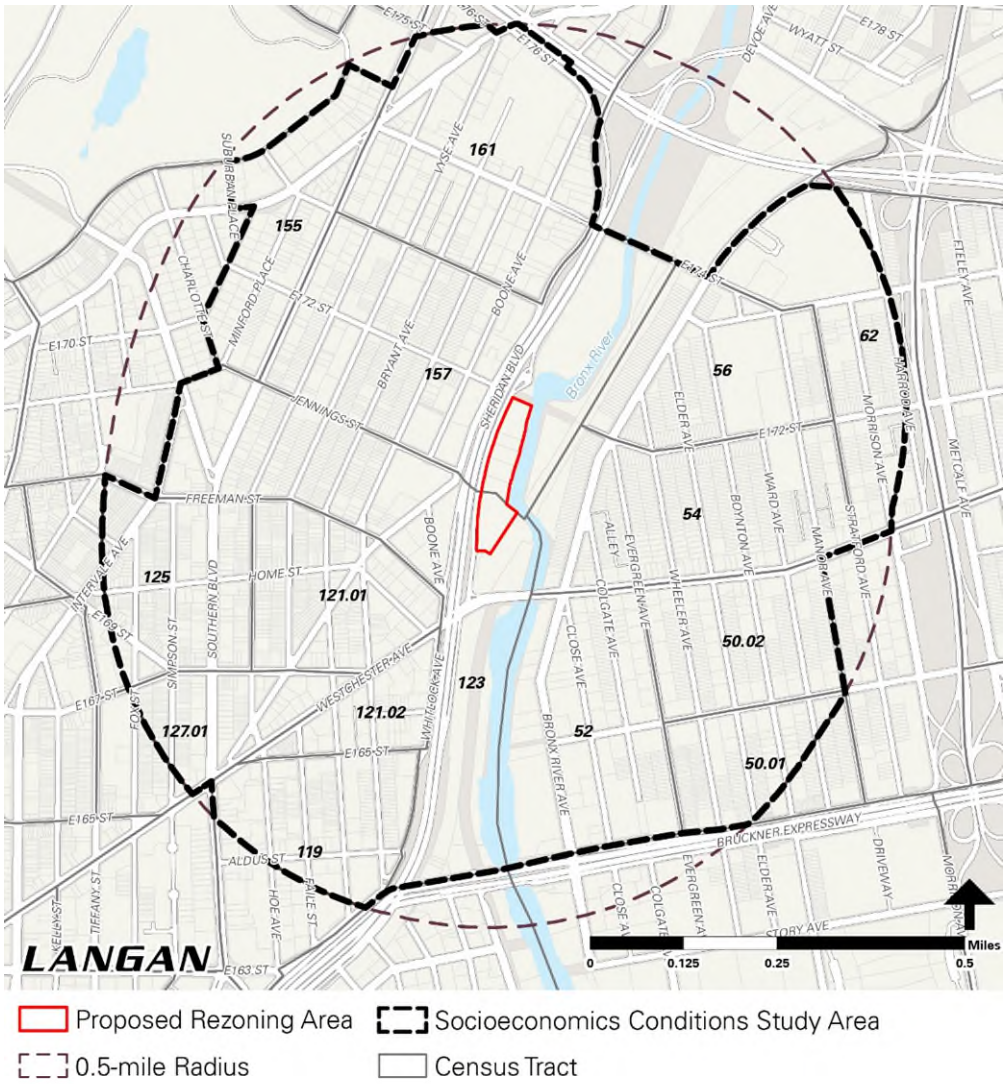
The Proposed Actions would not directly displace more than 500 residents or more than 100 employees, and assessment is not anticipated in the areas of residential or business direct displacement. The Proposed Actions would not result in 200,000 square feet or more of commercial space, and the Proposed Actions are not anticipated to warrant an assessment in indirect business displacement. Additionally, the Proposed Actions are not anticipated to adversely affect conditions in a specific industry. Because the Proposed Actions would introduce more than 200 residential units, a socioeconomics conditions assessment focusing on indirect residential displacement will be presented in the EIS.

Indirect Residential Displacement

Indirect displacement is defined in the *CEQR Technical Manual* as "the involuntary displacement of residents, businesses, or employees that results from a change in

socioeconomic conditions created by a proposed project." The objective of indirect residential displacement assessment is to determine whether the Proposed Actions may either introduce or accelerate a trend of changing socioeconomic conditions that may potentially displace a vulnerable population, most notably renters living in privately-held units unprotected by regulation such as rent control, rent stabilization, or other government program. The Socioeconomic Conditions Study Area will include all 2020 Census Tracts where 50 percent or more of the tract's area is within one half-mile of the Project Area (see Figure 8).

Figure 8: Socioeconomics Conditions Study Area



The potential for indirect displacement depends not only on the characteristics of the imposed project but also on the characteristics of a study area. The characteristics to be disclosed in the indirect residential displacement analysis will include:

- Total population by Census Tract, the Bronx, and New York City. In addition, demographic data from the larger Public Use Microdata Area (PUMA) 3705 (generally comprising Bronx Community Districts 3 and 6) or 3709 (generally comprising Bronx Community 9) will also be considered.

- Housing values and rent. This assessment may use information received from real estate brokers active in the study area, in addition to review of online market data for current and recent rental listings in the study area and surrounding environs. Real estate brokers may also be asked about local activity related to conversion of rental units to condominium or cooperative ownership units.
- Estimates of the number of housing units not subject to rent control. This assessment will use data published by the U.S. Census Bureau related to the total number of rental units in the study area and will identify existing and protected rental units. Based on real estate market data, this assessment will also project the number of total number of rental units and number of protected rental units in future No-Action and With-Action conditions.
- Household income. Median household income and the percentage of population living below the poverty line will be identified based on data from the U.S. Census.

After identifying these characteristics, the socioeconomic analysis will comprise four general components:

1. Determine if the Proposed Actions would add new population with higher average incomes than existing and projected average incomes in the study area;
2. Determine if the increase in population due to the Proposed Actions is large enough, relative to the size of the population expected to live in the study area without the Proposed Actions, to affect the local residential real estate market for rental properties. If the population increase is five percent or greater, then further analysis will be needed;
3. Consider whether the study area has experienced a readily observable trend toward increasing rents and the likely effect of the Proposed Actions on such trends; and
4. Determine whether the low-income renter population in the Study Area (for this assessment defined as households with incomes at 80 percent or less of the AMI) exceeds the supply of protected rental units in the study area and, if so, estimate the population that is potentially vulnerable to displacement due to increasing rents.

Per the *CEQR Technical Manual*, if the population that is vulnerable to displacement due to increasing rents exceeds five percent of a study area, a significant adverse impact may occur. If the project would result in significant adverse socioeconomic impacts, the EIS would identify measures to avoid, minimize, or mitigate such adverse impacts.

Task 4: Community Facilities and Services

Per the *CEQR Technical Manual*, community facilities are defined as public or publicly funded schools, childcare centers, libraries, health care facilities, and fire and police protection. A project can affect community facility services when it physically displaces or alters a community facility, or if a project causes a change in population that may affect the services delivered by a community facility. New workers tend to create limited demands for community facilities and services, while new residents create more substantial and permanent demands.

The projected development sites would add 970 affordable DUs to the Rezoning Area, an increase of 970 DUs over the No-Action Condition. As described in the EAS, this increase is expected to warrant a detailed analysis of elementary and intermediate schools, childcare facilities, and libraries. The Proposed Actions are not expected to warrant

detailed analyses of potential impacts on high schools, police/fire stations, or health care services.

Public Schools

The following tasks will be undertaken per CEQR guidelines to assess the Proposed Actions' potential effects to public schools:

- The study area for the elementary and intermediate schools analysis will be the school "Sub-District" in which the project is located. The Rezoning Area is wholly in Community School District (CSD) 12, Subdistrict 2.
- Public elementary and intermediate schools within CSD 12, Subdistrict 2 will be identified and mapped. Existing capacity, enrollment, and utilization data for all public elementary, intermediate, and high schools within their Study Area will be provided for the current (or most recent) school year per the *CEQR Technical Manual*;
- Using future enrollments, including those associated with larger future developments within the affected subdistrict, projected growth will be identified in the No-Action Condition using SCA's *Projected New Housing Starts* per CEQR guidelines. Plans to alter school capacity – either through administrative actions on behalf of the New York City Department of Education (DOE) or because of the construction of new school space prior to the 2031 analysis year – will also be identified or incorporated into the analyses. Planned new capacity projects from the DOE's latest available Five Year Capital Plan will not be included in the quantitative analysis unless the projects have commenced site preparation or construction. They may, however, be included in a qualitative discussion;
- The With-Action Condition will be analyzed by adding project-generated elementary and intermediate school students to the enrollment that would occur in the No-Action Condition. Impacts will be assessed based on the difference between the future With-Action projections and the future No-Action projections (at the subdistrict level for elementary and intermediate schools) for enrollment, capacity, and utilization in the project analysis (build) year;
- Following the impact criteria described in the *CEQR Technical Manual*, a determination of whether the Proposed Actions would result in significant adverse impacts to elementary and intermediate schools will be made. A significant adverse impact may result if the Proposed Actions would result in:
    - A utilization rate of the elementary or middle schools that is equal to or greater than 100 percent in the With-Action Condition; and
    - 100 or more new students generated from the proposed development past the 100 percent utilization rate.

If impacts are identified, potential mitigation measures will be explored in consultation with the SCA and the Department of Education (DOE). The number of school seats needed to mitigate any identified impacts, as well as the timing when impacts would occur will be disclosed.

Childcare Facilities

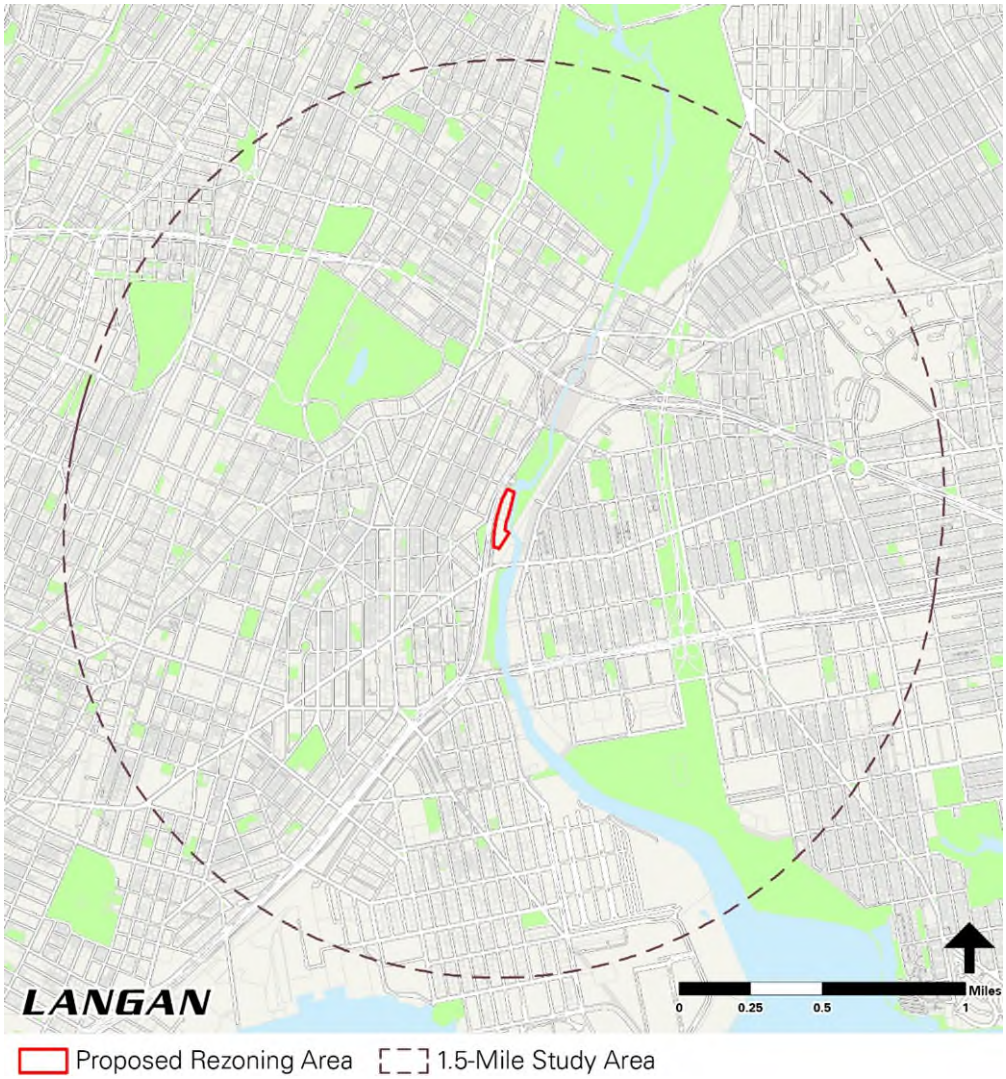
The following tasks will be undertaken to assess the Proposed Actions' potential effects to publicly funded childcare facilities:

- Existing publicly funded childcare centers within a 1.5-mile radius of the Project Area - shown in Figure 9 – will be identified. Each facility will be described in terms of its

location, capacity (number of slots), enrollment, and utilization, as reported by the DOE's Division of Early Childhood Education;

- For the No-Action Condition, information will be obtained for planned capacity changes to childcare programs or facilities in the area, including the closing or expansion of existing facilities or the establishment of new facilities. Any expected increase in the No-Action population of children eligible for publicly funded childcare will be discussed as potential additional demand for publicly funded childcare slots. The potential effects of No-Action population increases on demand for childcare services and planned capacity changes in the Study Area will be assessed;
- The potential effects of the incremental project-generated children that are eligible for publicly funded childcare resulting from the Proposed Actions will be added to the No-Action demand to estimate the demand for publicly funded childcare that would result in the With-Action Condition. The demand will be compared to the capacity, and the resulting capacity (or deficiency) and the study area's utilization rate will be reported; and,
- A determination of whether the Proposed Actions would result in significant adverse impacts to childcare services will be made in accordance with the impact criteria described in the *CEQR Technical Manual*. Per the manual, a significant adverse impact may result if the Proposed Actions would result in both of the following:
  - A collective utilization rate of the group child care centers in the Study Area that is greater than 100 percent in the With-Action Condition; and
  - An increase of five percent or more in the collective utilization rate of childcare centers in the Study Area between the No-Action and With-Action conditions.

Figure 9: Childcare Study Area



Libraries

The following tasks will be undertaken to assess the Proposed Actions' potential effects to libraries:

- The local public library branch(es) within a 0.75-mile radius of the Rezoning Area will be identified as those that likely serve the Rezoning Area. The libraries within this study area will be geographically represented on map;
- Existing libraries within the Study Area will be described in terms of their information services and user population. Details on library branch operations will be based on publicly available information or consultation with New York Public Library officials;
- Projections of population changes in the Libraries Study Area and information on any planned changes in library services or facilities that would occur absent the Proposed Actions will be described, and the effects of these changes on library services will be assessed to establish the No-Action Condition. Based on information gathered during existing conditions research, holdings per resident in the No-Action Condition will be estimated;

- The effects of the project-generated incremental population on the library's ability to provide information services to its users will be assessed. Holdings per resident in the With-Action Condition will be estimated and compared to holdings per resident under the No-Action Condition; and
- The resulting metrics will be compared to CEQR impact criteria pertaining to libraries. Per the *CEQR Technical Manual*, a significant adverse impact may occur if the Proposed Actions would:
  - increase a library branch's Study Area (0.75-mile radius) population by five percent or more over the No-Action Condition; and
  - the Lead Agency, in coordination with New York Public Library, determines that the population increase introduced by the Proposed Actions would impair the delivery of library services in the Study Area.

Task 5: Open Space

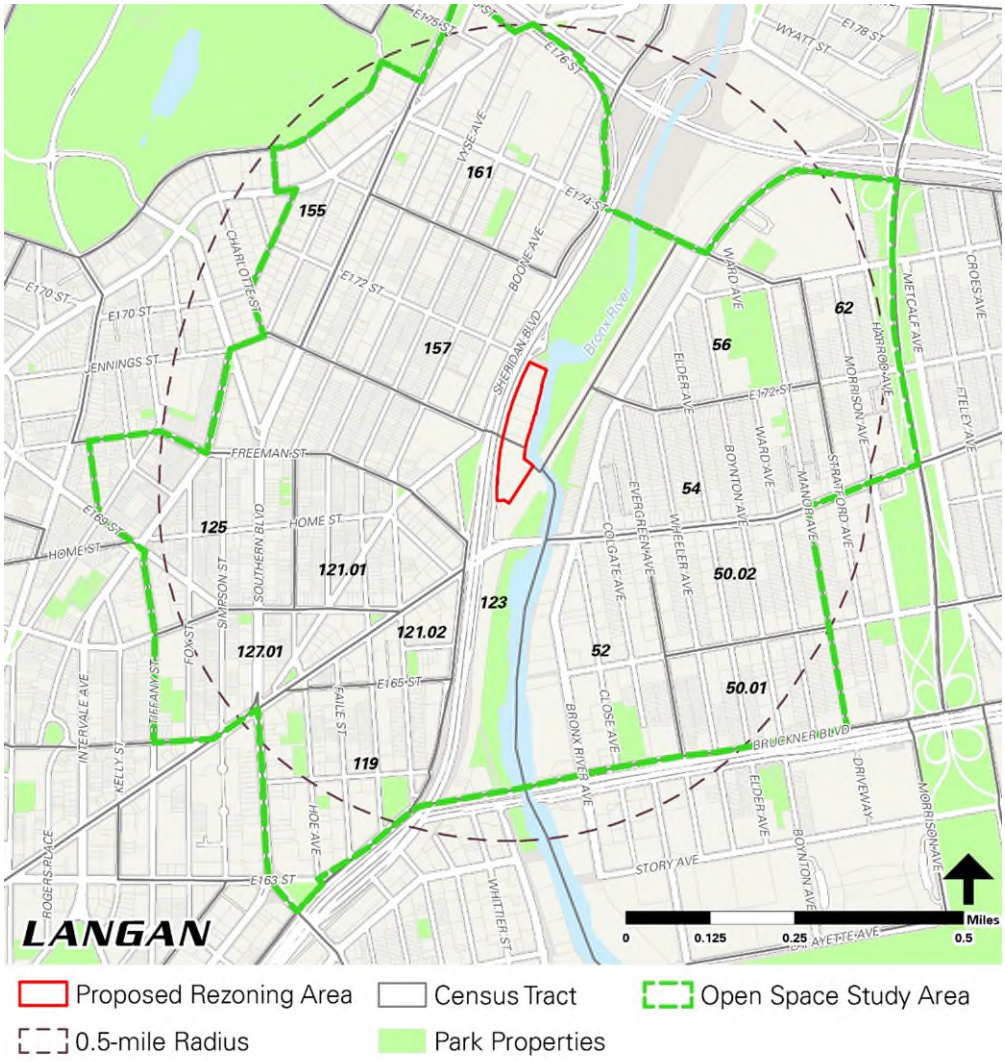
Per the *CEQR Technical Manual*, an assessment of potential effects on open space resources are typically required if a Proposed Development would have the potential to result in either direct or indirect effects on open spaces. Direct effects may occur when the Proposed Development would encroach on, or cause a loss of, open space. Indirect effects may occur when the population generated by the Proposed Development overtaxes the capacity of existing open spaces so that their service to the future population of the affected area would be substantially or noticeably diminished.

The open space analysis will involve the following:

- The project will be reviewed to determine if it is located in an area of the City within a Walk to a Park Service Area, which describes areas that are within a walking distance of a park.
- A study area comprising the 2020 census tracts with 50 percent or more of their area within one half-mile of the Rezoning Area will be identified. Figure 10 shows that 2020 Census Tracts 50.01, 50.02, 52, 54, 56, 62, 119, 121.01, 121.02, 123, 125, 127.01, 155, 157, and 161 have more than 50 percent of their area within one half-mile of the Rezoning Area.
- Inventory the open space resources in the Open Space Study Area. These include, but are not necessarily limited to NYC Parks-operated parks, Privately Owned Public Spaces (POPS), and publicly accessible open areas on private properties.
- The existing, No-Action, and With-Action populations in the Open Space Study Area will be determined using population reported in the 2020 Census.
- The study area's open space ratio (OSR) – the acreage of open space per 1,000 residents – will be calculated for existing, No-Action, and With-Action conditions.
- The study area population by age group as reported in the 2020 Census will be described.
- The availability and quality of open space programming of open space for age groups will be described.

If the project would result in a significant adverse open space impact (i.e., would result in conflicts in open space use or result in a user group being underserved), the EIS would investigate measures to avoid, minimize, or mitigate adverse impacts to open space.

Figure 10: Open Space Resource Map



Task 6: Shadows

The Proposed Actions would allow development of buildings greater than 50 feet in height that would be near sunlight-sensitive resources, and therefore the Proposed Actions have the potential to result in significant adverse shadow impacts. The EIS will assess the potential for the Proposed Actions to shade nearby sunlight-sensitive uses. The EIS will disclose the potential shadow effects likely to result from the Proposed Development. Specifically, the following tasks will be undertaken:

- A shadow screening analysis will be performed per CEQR guidelines to determine whether the Proposed Development's shadow may reach any sunlight-sensitive resources at any point throughout the year.
    - A Tier 1 Screening Assessment will be conducted to determine the Shadows Study Area based on the maximum building height on the development sites. Per CEQR guidance, the Shadow Study Area will comprise the area that is within a buffer equal to 4.3 times the height of a structure. Based on the RWCDS's maximum building height (including bulkhead) of 240 feet, a Shadows Study Area

comprising the area within 1,032 feet of the development sites will be established. Within this radius, sunlight-sensitive resources will be identified. A base map that illustrates the locations of the projected and potential development sites in relation to sunlight-sensitive resources will be created;

- A Tier 2 Screening Assessment will be conducted if a sunlight-sensitive resource is within the Shadows Study Area. The Tier 2 assessment will determine the area that cannot be shaded by new buildings on the development sites, which, per CEQR guidance, is the area that is beyond 108 degrees from true north in New York City; and
- A Tier 3 Screening Assessment will be conducted if a sunlight-sensitive resource is within the area that could be potentially shaded by new buildings on the development sites. A three-dimensional computer modeling program will be used to determine if project-generated shadow can reach sunlight-sensitive resources in the absence of intervening buildings on four representative analysis days per CEQR guidance: the summer solstice (June 21st), the winter solstice (December 21st), the equinox (March 21st or September 21st), and midway between the equinox and summer solstice (May 6th or August 6th). The times and durations of project-generated shadow that would occur on each sunlight-sensitive resource in the Shadows Study Area absent intervening buildings will be reported.

- If the Tier 1 through Tier 3 screenings cannot eliminate the possibility that project-generated shadow could result in significant adverse shadows impacts, then a detailed shadow analysis will be prepared to determine the extent and duration of the incremental shadow resulting from the Proposed Actions when accounting for intervening buildings. The detailed analysis, if required, will include the following tasks:
  - Graphics comparing shadows that would result from the No-Action and With-Action conditions will be prepared to demonstrate – on approximately an hourly basis – the incremental shadow that would occur from the Proposed Actions. For each sunlight-sensitive resource, the analysis will examine the analysis days where the Tier 1 through Tier 3 screenings could not rule out the possibility of significant adverse shadows impacts;
  - 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; and
  - An assessment of the significance of any shadow impacts on sunlight-sensitive resources, following the impact criteria described in the *CEQR Technical Manual*.

Task 7: Historic and Cultural Resources

Architectural resources generally include historically important buildings, structures, objects, sites, and districts including:

- Buildings and properties designated as a New York City Landmark (NYCL) or historic district by the New York City Landmarks Preservation Commission (LPC), or buildings and properties calendared for NYCL consideration;
- Properties listed on the State/National Register of Historic Places (S/NR) or contained within a district listed on or formally determined eligible for S/NR listing;

- Properties recommended by the New York State Board for listing on the S/NR, National Historic Landmarks (NHL) designated by the U.S. Secretary of the Interior; and
- Properties not identified by one of the programs listed above, but that meet their eligibility requirements by the New York State Historic Preservation Office (SHPO).

Historic and cultural resources within 400 feet of the Rezoning Area will be documented and a qualitative discussion on the effects of the Proposed Actions on these resources will be provided.

Archaeological Resources

The Proposed Development would involve ground disturbance, and the development sites are in a general area classified by SHPO as "archaeologically sensitive." A site-specific Request for Environmental Review was submitted to LPC for consultation on the potential for the development sites to contain architectural or archaeological historic and cultural resources. Based on correspondence from LPC dated 23 November 2021, the development sites do not have the potential to contain archaeological resources of significance.

Architectural Resources

As described in the EAS, LPC correspondence dated 23 November 2021 noted that there are no architectural resources on the development sites. However, LPC noted that within 400 feet of the Rezoning Area, the IRT No. 6 Subway Truss Bridge is a historic resource that is eligible for listing on the S/NR. The historical significance of this resource will be described along with any direct (physical alteration) or indirect (contextual) effects that may result from the Proposed Actions.

Task 8: Urban Design and Visual Resources

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

As the Proposed Actions would change the permissible bulk envelope in the Rezoning Area, a preliminary assessment of urban design and visual resources will be provided in the EIS.

The Urban Design Study Area will be coterminous with the Study Area used for the land use, zoning, and public policy analysis (delineated by a 400-foot radius from the proposed Rezoning Area boundary), in accordance with the *CEQR Technical Manual*. For visual resources, the view corridors within the Study Area from which such resources are publicly viewable will be identified. The preliminary assessment will be based on *CEQR Technical Manual* methodologies and include the following:

- Based on field visits, the urban design and visual resources of the Rezoning Area and Study Area will be described using text, photographs, and other graphic material, as necessary, to identify critical features, use, bulk, form, and scale;

- In coordination with Task 2, "Land Use, Zoning, and Public Policy," the changes expected in the urban design and visual character of the Study Area due to known development projects in the No-Action Condition will be described;
- A description of potential changes that could occur to the urban design of the Study Area because of the Proposed Actions will be provided. The analysis will focus on general building types that can reasonably be expected to develop at the development sites with adoption of the Proposed Actions. The assessment will describe resulting street wall heights, setbacks, and building envelopes. Photographs and graphic material, including massing diagrams, will be used to assess the potential effects on urban design and visual resources in the Study Area in accordance with CEQR impact criteria; and
- If a detailed analysis is warranted, the analysis would describe potential changes that could occur to urban design and visual resources in the With-Action Condition compared to No-Action Condition. Changes that could negatively affect a pedestrian's experience of the area would be identified.

Task 9: Natural Resources

The *CEQR Technical Manual* states that a natural resources assessment should be prepared if there is the presence of a natural resource on or near the site of the project and the proposed project has the potential to cause disturbance of that resource. The *CEQR Technical Manual* defines natural resources as:

- the city's biodiversity (plants, wildlife and other organisms);
- any aquatic or terrestrial areas capable of providing suitable habitat to sustain the life processes of plants, wildlife, and other organisms; and
- any areas capable of functioning in support of the ecological systems that maintain the city's environmental stability.

The Rezoning Area is next to the Bronx River, a natural resource as defined in Chapter 11, Section 100 of the *CEQR Technical Manual*, and a natural resources assessment will be provided in the EIS. This section of the EIS will evaluate the presence of natural resources and the potential impact the Proposed Actions may have on such communities. The assessment will describe existing regulatory context, wildlife, vegetation, geology and soils, ground and surface water, water quality and aquatic resources, wetlands, and rare, threatened, or endangered species. Consultations will be made to local, state, and federal agencies for further input on the natural resources near the Rezoning Area. The assessment will provide information on any in-water construction methods that would be utilized for the Proposed Development, as well as a description of the condition of the bulkhead structures and shoreline adjacent to the Bronx River.

The assessment will contain the following sub-tasks:

- Request information on any rare, special concern, threatened, endangered, or candidate species in the Rezoning Area or Study Area, as well as any unique association or habitat communities from the U.S. Fish and Wildlife Service (USFWS) New York Field Office, the New York Natural Heritage Program, and the National Oceanic and Atmospheric Administration (NOAA)- National Marine Fisheries Service (Northeast Region);
- Examine the environmental systems that support the natural resources in the Rezoning Area and surrounding 0.5-mile Study Area; and

- Describe the construction activities associated with the Proposed Actions and analyze their interaction with the resource itself and the environmental systems that support it.

Task 10: Hazardous Materials

The potential for significant impacts from hazardous materials occurs when hazardous materials exist on a site and an action could increase pathways to their exposure to humans and the environment. Significant adverse hazardous materials impacts may also occur if an action would introduce new activities or processes using hazardous materials. Potential routes of exposure to hazardous materials can include direct contact, such as contact between contaminated soil and skin (dermal contact), breathing of VOCs or chemicals associated with suspended soil particles (inhalation), or swallowing soil or water (ingestion)

The hazardous materials section of the EIS will examine the potential for the Proposed Actions to result in significant hazardous materials impacts, as defined in the *CEQR Technical Manual*. The EIS will include a discussion of the development site's history and current environmental conditions. The EIS will also summarize the findings of a Phase I Environmental Site Assessment (ESA) conducted for the Applicant-owned development sites, 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 – such as an E-Designation – will be identified and discussed in the EIS.

Potential Development Site A

Potential Development Site A is not under control of the applicant. To preclude the potential for significant adverse impacts related to hazardous materials, an E-Designation would be placed on Potential Development Site A with adoption of the Proposed Actions. If warranted, the E-Designation will likely require that potential hazardous materials on this site would be addressed in coordination with the New York City Mayor's Office of Environmental Remediation (OER) during any future redevelopment involving soil disturbance of this site.

Task 11: Water and Sewer Infrastructure

The water and sewer infrastructure assessment is important to ensure the City's systems have adequate capacity to accommodate land use or density changes. For new development, it is critical to avoid environmental health problems such as sewer back-ups, street flooding, or pressure reductions.

The Proposed Actions would increase demand for water and sewer infrastructure services, including demand for water and wastewater treatment services. The estimated water usage, sewage generation, and stormwater discharge rates associated with the Proposed Actions will be evaluated to determine that the capacity of the network is sufficient. The effects of the Proposed Actions will be compared to CEQR impact criteria to determine if the Proposed Actions would result in any significant adverse impacts, as defined in the *CEQR Technical Manual*. The following tasks will be completed to determine

if the Proposed Actions have the potential to result in significant adverse water and sewer infrastructure impacts:

Water Supply

- The existing water distribution system serving the Rezoning Area will be described based on information obtained from Bureau of Water Supply and Wastewater Collection at the New York City Department of Environmental Protection (DEP);
- The existing water demand generated on the projected development sites will be estimated;
- Water demand generated by the projected development sites identified in the RWCDS will be estimated for the No-Action and With-Action conditions; and
- The effects of the incremental demand on the City's water supply system will be assessed per the *CEQR Technical Manual* to determine if there would be significant adverse impacts to water supply or pressure. The incremental water demand will be the difference between the water demand on the projected 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 would be established per CEQR guidelines and in consultation with DEP;
- The existing stormwater drainage system and surfaces at the projected development sites will be described, and the amount of stormwater generated on these sites will be estimated using DEP's volume calculation worksheet;
- Existing sewer system serving the Rezoning Area will be described based on records obtained from DEP;
- Changes to the stormwater drainage plan, sewer system, and surface area expected in the No-Acton and With-Action conditions will be described;
- Projected stormwater generation from the projected development sites will be estimated and evaluated against CEQR impact criteria; and
- Sanitary sewer demands that could be generated for the projected development sites will be estimated and compare to CEQR impact criteria.

Per the *CEQR Technical Manual* and in consultation with DEP, a more detailed assessment may be required if increased sanitary or stormwater discharges from the projected development sites are predicted to affect the capacity of the existing sewer system, exacerbate combined sewer overflow (CSO) volumes/frequencies, or contribute greater pollutant loadings in stormwater discharged to receiving water bodies. Based on correspondence with the NYC Department of Environmental Protection (DEP) on the Proposed Development, a hydraulic analysis of the existing sewer system will likely be required prior to the submittal of the Site Connection Proposal to determine if the system is capable of supporting the Proposed Actions and the related increase in wastewater flow.

Task 12: Transportation

The objective of a transportation analysis is to determine whether a proposed action may have a potentially significant adverse impact on traffic operations and mobility, public

transportation facilities and services; pedestrian elements and flow; safety of roadway users (pedestrians, bicyclists and vehicles); and parking. The *CEQR Technical Manual* describes a two-tier screening process to determine if quantified analyses of transportation conditions are warranted. The preliminary assessment begins with a trip generation analysis (Level 1) to estimate person and vehicle trips that would result from the Proposed Actions.

Per the *CEQR Technical Manual*, a project that is expected to result in fewer than 50 peak-hour vehicle trips and fewer than 200 peak-hour transit or pedestrian trips does not warrant further quantified analyses. When these thresholds are exceeded, detailed trip assignments (Level 2) are performed to estimate the incremental trips at specific transportation elements and to identify potential locations for further analyses. If the trip assignments show that the Proposed Actions could 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, 50 or more peak-hour trips on the Citywide Ferry Service, or 200 or more peak-hour pedestrian trips traversing a pedestrian element, then further quantified analyses of transportation conditions may be warranted to assess transportation conditions in the Study Area.

Based on a preliminary travel demand assessment, the Proposed Development's residential and retail trip generation would exceed CEQR thresholds during the weekday AM, midday, PM, and Saturday midday peak hours for detailed transportation analyses. Therefore, quantified analyses will be required to assess the potential impacts of project-generated trips on key traffic intersections, pedestrian locations, nearby transit services, the area's parking resources, and vehicular and pedestrian safety. If the project would result in a significant adverse impact to transportation, the EIS would identify measures to avoid, minimize, or mitigate such adverse impacts. Specific tasks to be undertaken as part of the Transportation assessment are as follows:

Travel Demand Screening Assessment

The transportation analysis will use the RWCDS to assess potential transportation impacts of the Proposed Actions. Travel demand estimates for the Proposed Actions have been prepared based on trip generation, modal split, and vehicle occupancy assumptions from standard sources such as the *CEQR Technical Manual*, U.S. Census data, approved studies, and other references. The trip estimates (Level-1 screening assessment) are summarized by peak hour, mode of travel, and person versus vehicle trips. Based on the Level-1 screening, a Level-2 screening assessment is not warranted for Citywide Ferry Service.

The trip estimates for other travel modes identify the number of peak-hour person trips made by transit and the numbers of pedestrian trips traversing the area's sidewalks, corner reservoirs, and crosswalks. The results of these estimates have been summarized in the draft Travel Demand Factors (TDF) memorandum that is being finalized in coordination with DCP and DOT. In addition to trip estimates, detailed vehicle, pedestrian and transit trip assignments are being prepared to validate the intersections and pedestrian/transit elements locations where quantified analyses will be undertaken.

Traffic

A traffic study area will be defined in coordination with DOT. The traffic study area will include intersections closest to the project site as well as key intersections at the portals, which would experience major project-generated traffic volumes.

Data Collection

Given the current situation with COVID-19, existing data will be obtained from a variety of sources, and may also include new data collection, in consultation with the Lead Agency and DOT. New data collection would include manual, machine (ATR) and vehicle classification counts for weekday AM, midday, and PM, and Saturday midday peak hours. The ATR counts would be conducted at key roadways for a continuous (9-day) period to identify temporal and daily traffic variations. In addition, travel time (speed run) data would be collected during the relevant peak hours to provide operational inputs for mobile source Air Quality analysis. The data will be normalized to establish estimated current conditions. Information pertaining to street widths, traffic flow directions, lane markings, parking regulations, and bus stop locations at study area intersections will be inventoried and traffic control devices (including signal timings) in the study area will be recorded and verified with official signal timing data from DOT.

Existing Traffic Analysis

Balanced peak hour baseline traffic volume networks will be prepared to conduct capacity analysis of study area intersections. The capacity analysis will be conducted using the *2000 Highway Capacity Manual* (HCM) methodology with DOT's approved version of Highway Capacity Software (HCS) or Synchro software. The existing volume-to-capacity (v/c) ratios, delays, and levels of service (LOS) for the weekday AM, midday, and PM and Saturday midday peak hours will be calculated.

No-Action Condition Analysis

No-Action traffic volumes will be calculated in accordance with *CEQR Technical Manual* guidelines. This will be accomplished by incorporating the background growth to existing traffic volumes, and accounting for any incremental changes in traffic volumes resulting from future planned developments in the study area. Trip estimates for future projects will be determined using the approved set of travel demand factors and other appropriate references. In addition, geometric changes that could be implemented independent of the Proposed Development would be incorporated into the No-Action traffic analysis. The No-Action v/c ratios, delays, and LOS at the study area intersections will be calculated.

With-Action Condition Analysis

Traffic impact analysis for the Proposed Development will be conducted by adding project-generated trips onto the No-Action traffic network. Physical and operational changes resulting from the Proposed Development will also be incorporated into the analyses. The potential traffic impacts will be evaluated in accordance with *CEQR Technical Manual* criteria. If any significant adverse traffic impacts are identified, mitigation measures will be recommended to mitigate such impacts.

Parking

Parking surveys will be performed within a ¼-mile study area to record on- and off-street parking supply and utilization. Parking accumulation estimates for the Proposed Actions will be developed to identify peak parking periods and 24-hour in/out activities for any proposed on-site parking facilities. Project-generated parking demand projections will be compared to the available supply in the study area to determine if project-generated demand could result in a potential for parking shortfall. The effects of on-street parking spaces displacement resulting from traffic mitigation measures will also be addressed.

Transit

The Proposed Development is served by New York City Transit (NYCT) subway, including the No. 2 and 5 subway lines at Freeman Street Station and the No. 6 subway line at Whitlock Avenue Station. In addition, the Proposed Development is served by seven local bus routes (Bx4/Bx4A, Bx5, Bx11, Bx19, Bx27, Bx35 and Bx36) operated by MTA/NYCT that are accessible at bus stops near the Rezoning Area. The transit trips generated by the Proposed Development will likely exceed CEQR Level 1 thresholds (200 or more peak-hour transit riders).

For subway, one subway station would likely exceed CEQR Level 2 thresholds (200 or more peak hour subway riders). Therefore, a detailed analysis of stairway and fare control elements at the Freeman Street subway station will be undertaken. In addition, the No. 2 subway line is expected to experience 200 or more peak-hour subway riders and therefore, a subway line-haul analysis would be required. To establish the baseline conditions, existing data at the nearest stairways and control elements at the subway station will be collected following the CEQR guidelines for the weekday AM and PM periods—the peak hours of typical commuter activities for subway service. For the subway line-haul analysis, subway peak load point data will be obtained from NYCT, supplemented by additional window loading surveys, if necessary, to evaluate subway line-haul capacities.

Based on the availability of several bus route options in the study area, bus trip levels are not anticipated to exceed the CEQR Level 2 thresholds (50 peak hour bus riders on a single direction of a single route) for detailed bus analysis. However, a qualitative assessment of available bus route options in the study area will be conducted as part of the overall transportation analyses.

Pedestrians

Pedestrian analysis will be conducted for pedestrian elements (including sidewalks, crosswalks and corner reservoirs to be selected in coordination with DOT), for the weekday AM, midday, and PM and Saturday midday peak periods. Project-generated pedestrian trips will be assigned to pedestrian facilities adjacent to the project site as well as along primary routes to and from the area's transit facilities. The pedestrian analysis will be conducted for Existing, No-Action and With-Action conditions. If needed, measures will be recommended to mitigate any potential significant adverse pedestrian impacts.

Vehicular and Pedestrian Safety

Accident data for the study area intersections and other nearby sensitive locations from the most recent three-year period has been obtained from NYC DOT. The data has been summarized by accident-type on a yearly basis to determine if any of the study area locations may be classified as a high pedestrian/bicycle accident location per *CEQR Technical Manual* criteria. All intersections within a ¼-mile of the Rezoning Area along Westchester Avenue – a *Vision Zero Priority Corridor* – are classified as high pedestrian/bicycle accident locations per *CEQR Technical Manual* criteria. Measures at these intersections will be recommended to alleviate potential safety issues.

Task 13: Air Quality

Per *CEQR Technical Manual* guidelines, an air quality analysis is conducted to assess the effect of a proposed action on ambient air quality (i.e., the quality of the surrounding air), or effects on a proposed project because of ambient air quality. Air quality can be affected

by mobile sources (such as pollutants produced by motor vehicles) and by stationary sources (such as pollutants produced by stationary industrial facilities).

Stationary Industrial and Large or Major Source Emissions

The Clean Air Tracking System (CATS) maintained by DEP will be reviewed to identify potential sources of emissions from manufacturing/industrial operations within 400 feet of the Rezoning Area. A preliminary review indicates there are no large or major sources within 1,000 feet of the Rezoning Area, and a large or major source analysis is not anticipated to be required. A preliminary review of CATS found industrial source emissions permits within 400 feet of the Rezoning Area that may require refined air quality dispersion analyses. A site visit will be completed to identify industrial facilities that may operate without a permit (i.e. automotive spray painting booths). If any such sources are identified, an industrial source air quality assessment will be conducted following the *CEQR Technical Manual* guidance. If required, dispersion will be modeled using either the AERSCREEN or the AERMOD programs published by the Environmental Protection Agency (EPA).

Stationary Source Emissions from HVAC Systems

Emissions from the HVAC systems of project-generated buildings may affect air quality levels at nearby existing or future land uses. The effects of these emissions would be a function of fuel type, boiler capacity and type, stack height and location, building dimension, and location relative to a nearby sensitive receptor sites. An HVAC screening would be completed for each building following the guidance provided in the *CEQR Technical Manual*, including for project-on-project effects and project-on-existing effects. If the screening cannot rule out the potential for significant adverse air quality impacts, detailed dispersion analysis of impacts of the HVAC emissions will be conducted using the EPA's AERSCREEN or AERMOD modeling software in accordance with CEQR guidance.

Mobile Source Emissions

The Proposed Actions are expected to generate traffic volumes that exceed the heavy duty vehicle-equivalent thresholds listed in Chapter 17, Section 210 of the *CEQR Technical Manual*, and a mobile source assessment will be conducted for particulate matter ($PM_{2.5}$ and PM_{10}) following the guidance established in the *CEQR Technical Manual*. A screening will be conducted to determine the intersections that are most sensitive to air quality conditions. Based on the vehicular assignments in the TDF, the intersection of Sheridan Boulevard, Edgewater Road, and Jennings Street will be used as the representative worst-case intersection to conduct detailed air quality modeling in accordance with CEQR guidance.

The project-generated traffic would not exceed the *CEQR Technical Manual* threshold of 170 incremental auto trips at any intersection, and detailed analysis of carbon monoxide (CO) emissions would not be warranted per CEQR guidance. The Proposed Actions are anticipated to result in an enclosed parking facility containing more than 85 spaces, the CEQR threshold, and a parking facility air quality assessment will therefore be required for the Proposed Actions. For the parking garage assessment, hourly vehicular in/out trips will be obtained from the traffic analysis for the garage with the highest number of peak hour in and out vehicular trips. CO and PM engine emission factors will be computed using the assumed build year of 2031. The inputs and use of MOVES will incorporate the most current guidance available from NYSDEC and EPA.

Task 14: Greenhouse Gas (GHG) Emissions and Climate Change

As described in the *CEQR Technical Manual,* the GHG Emissions and Climate Change assessment consists of two steps, which include estimating the project's emissions and examining the project in terms of the qualitative goals for reducing GHG emissions**.** The operational and mobile source emissions generated by the Proposed Actions will be estimated using Table 15-1 of the *CEQR Technical Manual*. The EIS will then qualitatively assess the project in terms of the qualitative goals for reducing GHG emissions. Once the emissions are estimated, the project's consistency with the City's GHG reduction goal will be assessed following the guidance of the *CEQR Technical Manual*. If the project would result in a significant adverse GHG Emissions and Climate Change impact, the EIS would identify measures to avoid, minimize, or mitigate such adverse impact.

Task 15: Noise

The noise assessment will analyze the potential noise effects associated with the Proposed Actions. The Proposed Actions would introduce new noise-sensitive receptors to the Rezoning Area, consisting of residential and open space uses.

The noise analysis will establish the ambient noise levels and determine the level of building attenuation required to satisfy applicable CEQR interior noise criteria. For this project, noise assessment is expected to be warranted in the areas of both stationary and mobile sources.

Stationary noise sources do not move in relation to a noise-sensitive receptor. Typical stationary noise sources of concern include machinery or mechanical equipment, such as those associated with a building's HVAC system. Project-generated development would introduce new stationary noise sources such as mechanical equipment, and therefore a stationary source assessment will be provided. The EIS will assess project-generated stationary noise sources and noise generated by nearby stationary noise sources.

Mobile noise sources move in relation to receptors. The mobile source screening assessment will address potential noise impacts associated with vehicular traffic generated by the Proposed Actions. Mobile noise assessment will be completed using proportional modeling of passenger-car-equivalents using traffic data analyzed in the Transportation assessment. This traffic data will be used to calculate the Existing, No-Action and With-Action noise levels and determine if attenuation is warranted in specific locations per CEQR guidance. Noise generated by the nearby elevated subway lines and open Metro-North Hells Gate line will also be considered.

Noise survey locations will be selected by examining the projected development sites' location and the location of the dominant sources of ambient noise. Existing noise levels will be determined at each representative location by performing field measurements. Noise levels will be adjusted as appropriate to match existing traffic conditions represented in the Transportation assessment. The measured noise levels will be used to determine minimum window/wall attenuation requirements to satisfy CEQR interior noise level criteria. If warranted, required window/wall sound attenuation would be defined and mandated through an E-Designation placed on the development sites. If the project would result in a significant adverse noise impact, the EIS would identify measures to avoid, minimize, or mitigate such adverse impacts.

Task 16: Public Health

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

When no significant unmitigated adverse impact is found in other CEQR analysis areas -- such as air quality, water quality, hazardous materials, or noise -- a public health analysis is not warranted. If unmitigated adverse impacts are found 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 in accordance with CEQR guidelines. If the project would result in a significant adverse public health impacts, the EIS will identify measures to avoid, minimize, or mitigate such adverse impacts.

Task 17: Neighborhood Character

The character of a neighborhood is established by numerous factors, including land use patterns, the characteristics of its population and economic activities, the scale of its development, the design of its buildings, the presence of notable landmarks, and a variety of other physical features that include noise levels, traffic, and pedestrian patterns. Most of these elements will be covered in other EIS chapters but salient points from those analyses will be summarized. Specific tasks to analyze the Proposed Actions' effects on neighborhood character will include:

- Drawing on other EIS sections, the predominant factors that contribute to defining the character of the neighborhood will be described;
- Based on planned development projects, public policy initiatives, and planned public improvements, the changes that can be expected in the character of the neighborhood will be summarized;
- The Proposed Action's effects on neighborhood character relative to the No-Action Condition will be assessed and summarized;

If the preliminary assessment determines that the Proposed Actions would affect neighborhood character, a detailed analysis would be conducted in accordance with the *CEQR Technical Manual* guidelines.

Task 18: Construction

The EIS will present the overall construction duration across the development sites. Information will be provided on the applicable oversight and regulations for various aspects of construction. Information on how New York City regulates construction hours will be described. The EIS will include a discussion of the construction period, equipment, and phasing. Because of the duration and location of construction, the potential for construction-period impacts in the areas of land use, transportation, air quality, noise, historic resources, and hazardous materials will be assessed per the guidance set forth in the *CEQR Technical Manual*. Quantitative transportation, air quality and noise impact analyses will be undertaken and compared to the relevant CEQR impact criteria. If the

project would result in a significant adverse construction impacts, the EIS will identify measures to avoid, minimize, or mitigate such adverse impacts.

Task 19: Mitigation

In the CEQR technical areas where significant impacts are identified, measures to mitigate those impacts will be described. These measures will be developed and coordinated with the Lead Agency and other responsible City and State agencies as necessary. If identified impacts cannot be mitigated, they will be described as unmitigated and unavoidable adverse impacts (see "EIS Summary Chapters" below).

Task 20: Alternatives

The purpose of an alternatives analysis is to examine reasonable and practicable options to avoid or reduce project-related significant adverse impacts while achieving the stated goals and objectives of the Proposed Development. Alternatives must be feasible and consider the objectives and capabilities of the project sponsor. Typically, alternatives to a proposed project are identified as project-generated impacts and clarified during the preparation of the EIS.

The EIS will identify a No-Action Alternative, which assumes that the Proposed Actions would not be approved. In addition, if unmitigated significant adverse impacts are identified during the preparation of the EIS, a No-Unmitigated Adverse Impacts Alternative will be included to describe the project modifications that would be needed to avoid significant adverse impacts. Additional alternatives to the Proposed Actions may also be considered and evaluated pursuant to *CEQR Technical Manual* guidelines.

Task 21: EIS Summary Chapters

Per *CEQR Technical Manual* guidelines, the EIS will include the following three summary chapters:

- Unavoidable Adverse Impacts—this chapter will summarize any significant adverse impacts that are unavoidable regardless of the mitigation employed (or if mitigation is not feasible);
- Growth-Inducing Aspects of the Proposed Actions—This chapter will qualitatively describe the potential for the Proposed Actions to trigger or unlock additional development; and
- Irreversible and Irretrievable Commitments of Environmental Resources— this chapter will summarize the Proposed Actions and their impacts in terms of the loss of resources (loss of vegetation, use of fossil fuels and materials for construction, etc.), both in the immediate future and in the long-term.

Task 22: Executive Summary

The executive summary will use relevant material from the body of the EIS to describe the Proposed Actions, their significant and adverse environmental impacts, measures to mitigate those impacts, and alternatives to the Proposed Development.