

# 180 Schermerhorn Street

## Environmental Assessment Statement

**Prepared for:**  
State Street Parking, LLC.

**Prepared by:**  
Philip Habib & Associates

August 18, 2022

# 180 Schermerhorn Street

## Environmental Assessment Statement

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**SHORT ENVIRONMENTAL ASSESSMENT STATEMENT (EAS) FORM**



## City Environmental Quality Review

### ENVIRONMENTAL ASSESSMENT STATEMENT (EAS) SHORT FORM

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

#### Part I: GENERAL INFORMATION

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

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

**2. Project Name** 180 Schermerhorn Street Parking Lot

#### 3. Reference Numbers

CEQR REFERENCE NUMBER (to be assigned by lead agency)

TBD

BSA REFERENCE NUMBER (if applicable)

ULURP REFERENCE NUMBER (if applicable)

TBD

OTHER REFERENCE NUMBER(S) (if applicable)

(e.g., legislative intro, CAPA)

#### 4a. Lead Agency Information

NAME OF LEAD AGENCY

New York City Department of City Planning

NAME OF LEAD AGENCY CONTACT PERSON

Stephanie Shellooe, Director, Environmental Review and Assessment Division

#### 4b. Applicant Information

NAME OF APPLICANT

State Street Parking, LLC

NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON

Philip Habib, P.E., Philip Habib & Associates

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#### 5. Project Description

State Street Parking, LLC (the “Applicant”) is seeking (1) a special permit pursuant to the New York City Zoning Resolution (“ZR”) Section 74-52 (“Parking Garages or Public Parking Lots in High Density Central Areas”) to permit the increase in capacity of an existing attended public parking lot and a (2) zoning authorization pursuant to ZR Section 37-952 (“Modification of design requirements by authorization”) to modify perimeter landscaping requirements as outlined in ZR Section 37-921 (“Perimeter landscaping”) (the “Proposed Actions”). The Proposed Actions would facilitate the development of the Proposed Project, an attended public parking lot with 245 parking spaces (including 50 four-car parking lifts (approximately 29-foot-high), providing 200 spaces), 21 bicycle parking spaces, and 12 reservoir spaces in the Boerum Hill neighborhood of Brooklyn Community District 2; the Proposed Project would not include built floor area. Vehicles would enter the parking lot via a new 12-foot-wide (excluding splays) curb cut located on Schermerhorn Street and exit via a new 10-foot-wide (excluding splays) curb cut located on Hoyt Street (the Schermerhorn Street curb cut would replace an existing curb cut that is wider and located further to the east). Landscaping to a depth of four feet would be provided along the perimeter of the parking lot, and an approximately 858 square-foot (sf) corner area containing landscaping and benches would be provided at the southwestern corner of the intersection of Hoyt and Schermerhorn streets, in the northeastern corner of the Development Site (Block 170, Lot 20). A six-foot-high steel picket fence would enclose the parking lot, separating the adjacent public sidewalks and the perimeter landscaping from the parking lot. The Applicant's Proposed Project represents the With-Action Reasonable Worst Case Development Scenario (“RWCDs”) for the Development Site.

The Project Area includes the Development Site (Lot 20), as well as Lots 7501 and 15 on Block 170. Lot 7501, a.k.a 140 Schermerhorn Street, is developed with a 19-story building containing Use Group 5 hotel, Use Group 6 retail, and Use Group 2 residential uses; DOB filings indicate that this building has 307,551 sf of floor area. Lot 15, a.k.a 160 Schermerhorn Street, is developed with an 11-story building containing Use Group 3 and 4 community facility uses; DOB filings indicate that this building has 98,607 sf of floor area.

#### Project Location

BOROUGH Brooklyn	COMMUNITY DISTRICT(S) 2	STREET ADDRESS 160 Schermerhorn Street (Lot 15); 180 Schermerhorn Street (Lot 20); 140 Schermerhorn Street (Lot 7501)
TAX BLOCK(S) AND LOT(S) Block 170, Lots 15, 20, and 7501		ZIP CODE 11201
DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS The Project Area contains approximately 100' of frontage on the north side of State Street, approximately 180' of frontage on the east side of Smith Street, approximately 605' of frontage on the south side of Schermerhorn Street, and approximately 90' of frontage on the west side of Hoyt Street.		
EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY C6-1 and DB.		ZONING SECTIONAL MAP NUMBER 16c
<b>6. Required Actions or Approvals</b> (check all that apply)		
<b>City Planning Commission:</b> <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> UNIFORM LAND USE REVIEW PROCEDURE (ULURP) <input type="checkbox"/> CITY MAP AMENDMENT <input type="checkbox"/> ZONING CERTIFICATION <input type="checkbox"/> CONCESSION <input type="checkbox"/> ZONING MAP AMENDMENT <input checked="" type="checkbox"/> ZONING AUTHORIZATION <input type="checkbox"/> UDAAP <input type="checkbox"/> ZONING TEXT AMENDMENT <input type="checkbox"/> ACQUISITION—REAL PROPERTY <input type="checkbox"/> REVOCABLE CONSENT <input type="checkbox"/> SITE SELECTION—PUBLIC FACILITY <input type="checkbox"/> DISPOSITION—REAL PROPERTY <input type="checkbox"/> FRANCHISE <input type="checkbox"/> HOUSING PLAN & PROJECT <input type="checkbox"/> OTHER, explain: <input checked="" type="checkbox"/> SPECIAL PERMIT (if appropriate, specify type: <input checked="" type="checkbox"/> modification; <input type="checkbox"/> renewal; <input type="checkbox"/> other); EXPIRATION DATE: SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION 74-52 (Parking Garages or Public Parking Lots in High Density Central Areas)		
<b>Board of Standards and Appeals:</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> VARIANCE (use) <input type="checkbox"/> VARIANCE (bulk) <input type="checkbox"/> SPECIAL PERMIT (if appropriate, specify type: <input type="checkbox"/> modification; <input type="checkbox"/> renewal; <input type="checkbox"/> other); EXPIRATION DATE: SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION		
<b>Department of Environmental Protection:</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> Cogeneration Facility <input type="checkbox"/> Title V Permit		
<b>Other City Approvals Subject to CEQR</b> (check all that apply) <input type="checkbox"/> LEGISLATION <input type="checkbox"/> FUNDING OF CONSTRUCTION, specify: <input type="checkbox"/> RULEMAKING <input type="checkbox"/> POLICY OR PLAN, specify: <input type="checkbox"/> CONSTRUCTION OF PUBLIC FACILITIES <input type="checkbox"/> FUNDING OF PROGRAMS, specify: <input type="checkbox"/> 384(b)(4) APPROVAL <input type="checkbox"/> PERMITS, specify: <input type="checkbox"/> OTHER, explain:		
<b>Other City Approvals Not Subject to CEQR</b> (check all that apply) <input type="checkbox"/> PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC) <input type="checkbox"/> LANDMARKS PRESERVATION COMMISSION APPROVAL <input type="checkbox"/> OTHER, explain:		
<b>State or Federal Actions/Approvals/Funding:</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO If "yes," specify:		
<b>7. Site Description:</b> The directly affected area consists of the project site and the area subject to any change in regulatory controls. Except where otherwise indicated, provide the following information with regard to the directly affected area. <b>Graphics:</b> The following graphics must be attached and each box must be checked off before the EAS is complete. Each map must clearly depict the boundaries of the directly affected area or areas and indicate a 400-foot radius drawn from the outer boundaries of the project site. Maps may not exceed 11 x 17 inches in size and, for paper filings, must be folded to 8.5 x 11 inches. <input checked="" type="checkbox"/> SITE LOCATION MAP <input checked="" type="checkbox"/> ZONING MAP <input checked="" type="checkbox"/> SANBORN OR OTHER LAND USE MAP <input checked="" type="checkbox"/> TAX MAP <input type="checkbox"/> FOR LARGE AREAS OR MULTIPLE SITES, A GIS SHAPE FILE THAT DEFINES THE PROJECT SITE(S) <input checked="" type="checkbox"/> PHOTOGRAPHS OF THE PROJECT SITE TAKEN WITHIN 6 MONTHS OF EAS SUBMISSION AND KEYED TO THE SITE LOCATION MAP		
<b>Physical Setting</b> (both developed and undeveloped areas) Total directly affected area (sq. ft.): 62,585 sf Waterbody area (sq. ft) and type: 0 sf Roads, buildings, and other paved surfaces (sq. ft.): 62,585 sf Other, describe (sq. ft.): 0 sf		
<b>8. Physical Dimensions and Scale of Project</b> (if the project affects multiple sites, provide the total development facilitated by the action) SIZE OF PROJECT TO BE DEVELOPED (gross square feet): 0 gsf NUMBER OF BUILDINGS: 0 GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): 0 gsf HEIGHT OF EACH BUILDING (ft.): 0' NUMBER OF STORIES OF EACH BUILDING: 0		
Does the proposed project involve changes in zoning on one or more sites? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		

If "yes," specify: The total square feet owned or controlled by the applicant:  
 The total square feet not owned or controlled by the applicant:

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

If "yes," indicate the estimated area and volume dimensions of subsurface permanent and temporary disturbance (if known):  
 AREA OF TEMPORARY DISTURBANCE: 22,151 sq. ft. (width x length) VOLUME OF DISTURBANCE: approx. 61,432 cubic ft. (width x length x depth)  
 AREA OF PERMANENT DISTURBANCE: 22,151 sq. ft. (width x length)

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

	<b>Residential</b>	<b>Commercial</b>	<b>Community Facility</b>	<b>Industrial/Manufacturing</b>
<b>Size</b> (in gross sq. ft.)	0	0	0	0
<b>Type</b> (e.g., retail, office, school)	0 units	0	0	0

Does the proposed project increase the population of residents and/or on-site workers?  YES  NO  
 If "yes," please specify: NUMBER OF ADDITIONAL RESIDENTS: 0 NUMBER OF ADDITIONAL WORKERS: 3  
 Provide a brief explanation of how these numbers were determined: The number of existing and No-Action workers (six) and the number of With-Action workers (nine) have been provided by the Applicant.

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

Has a No-Action scenario been defined for this project that differs from the existing condition?  YES  NO  
 If "yes," see [Chapter 2](#), "Establishing the Analysis Framework" and describe briefly: In the No-Action scenario, the Development Site would be occupied by a public parking lot with a capacity of up to 150 spaces. The No-Action scenario is consistent with the current certificate of occupancy applicable to the Development Site, which permits the Applicant to operate a Use Group 8 public parking lot with a capacity of 150 spaces.

**9. Analysis Year** [CEQR Technical Manual Chapter 2](#)

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2024

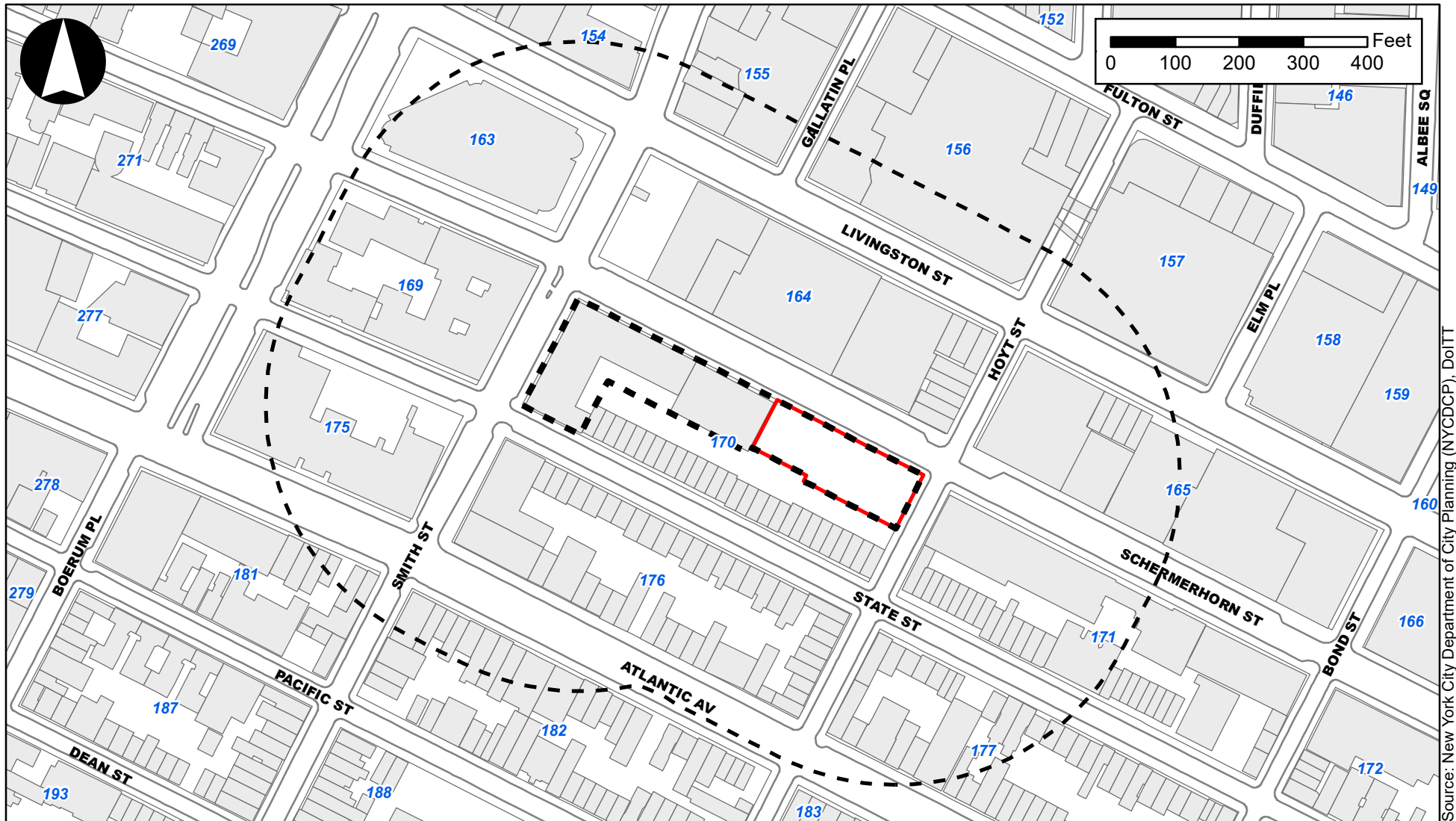
ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: Six- to 12-month period of construction.

WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE?  YES  NO IF MULTIPLE PHASES, HOW MANY? N/A

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: Single phase of construction lasting up to 12 months






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

RESIDENTIAL  MANUFACTURING  COMMERCIAL  PARK/FOREST/OPEN SPACE  OTHER, specify: Mixed-use commercial/residential; Public Facilities & Institutions



Source: New York City Department of City Planning (NYCDCP), DoITT

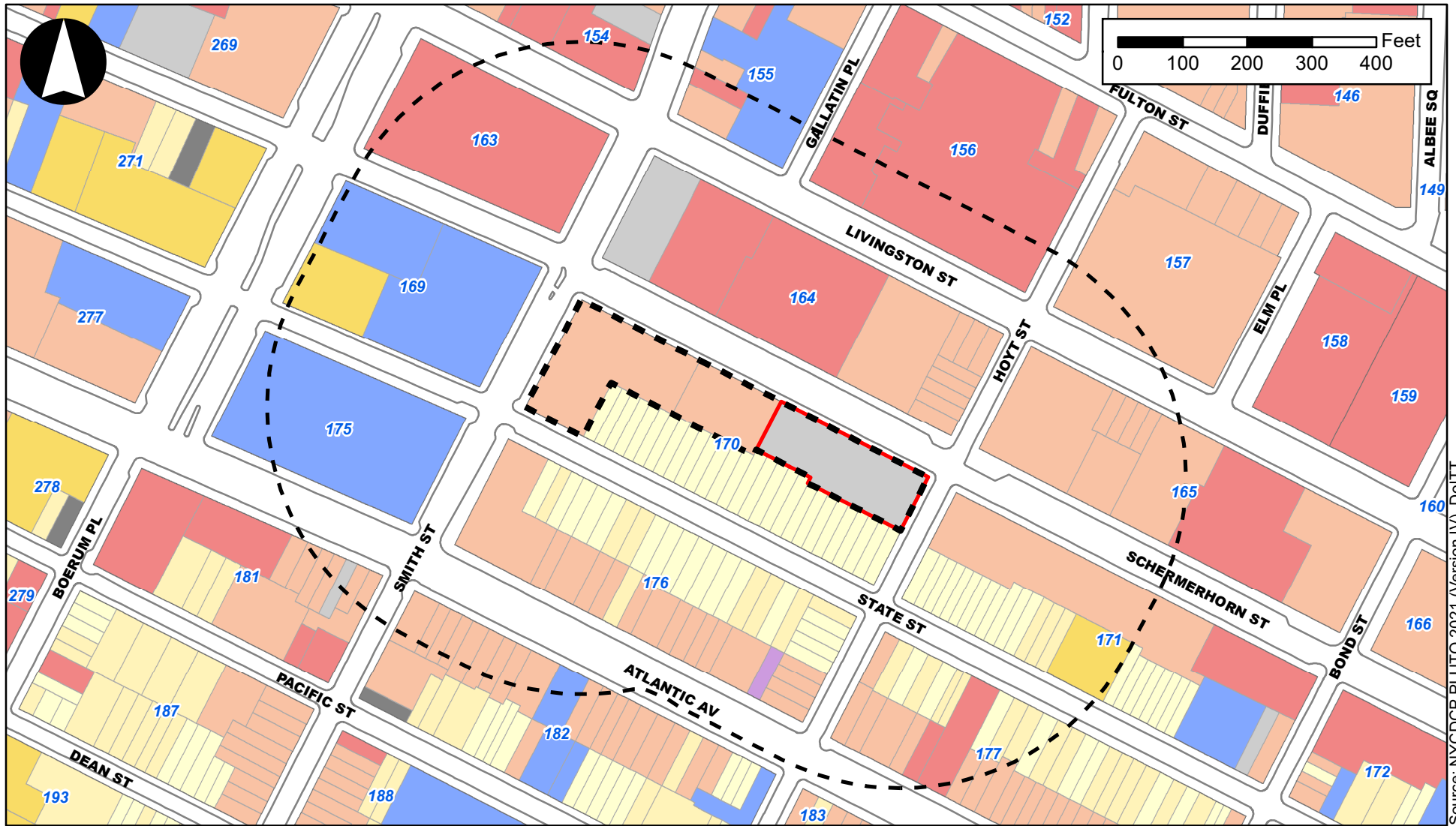
**Legend**

	Project Area		400-Foot Radius		Tax Blocks
	Development Site		Building Footprints		



180 Schermerhorn Street Parking Lot EAS

Figure 1  
Project Location



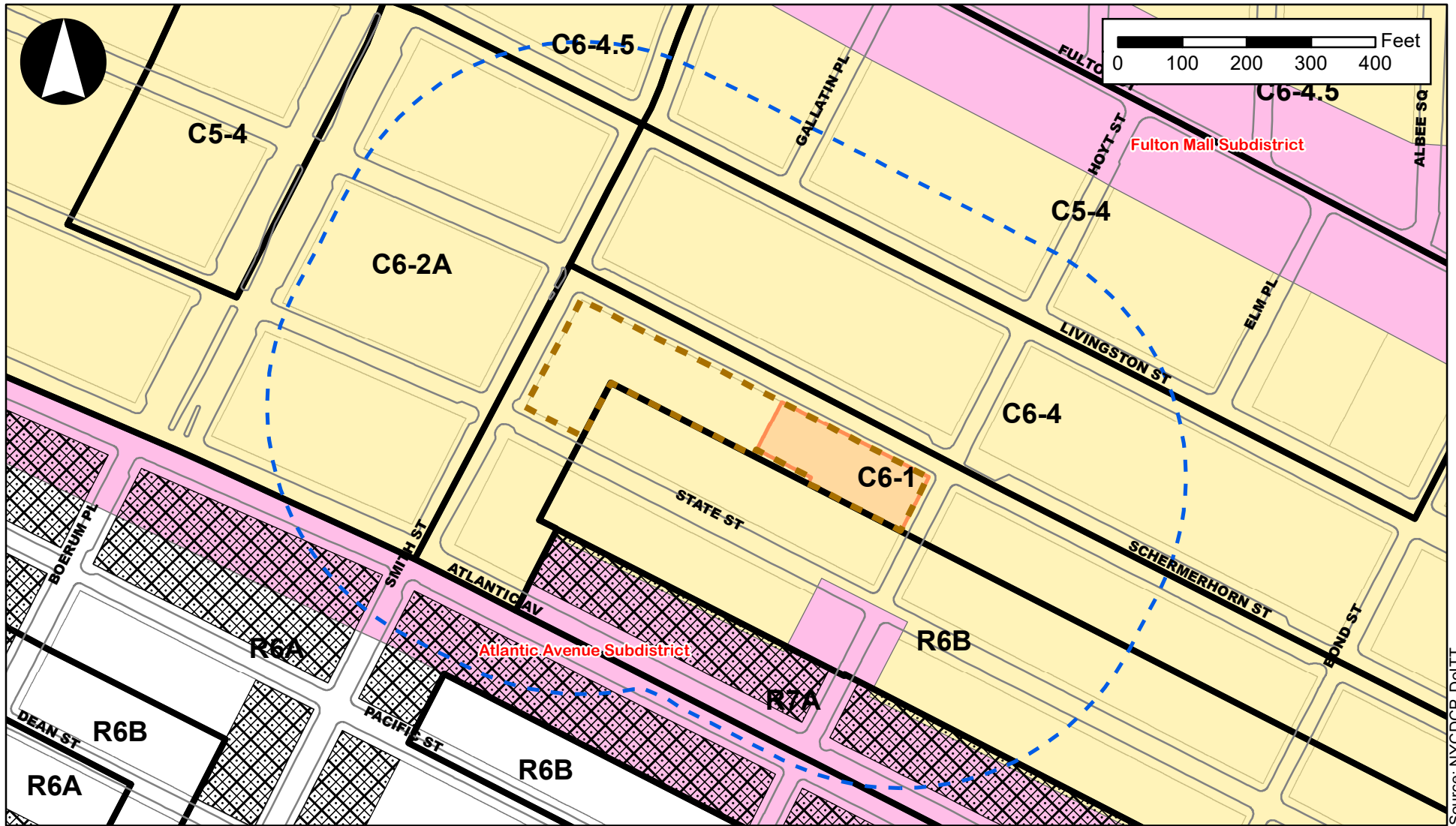
Source: NYCDOP PLUTO 2021 (Version IV), DoITT.



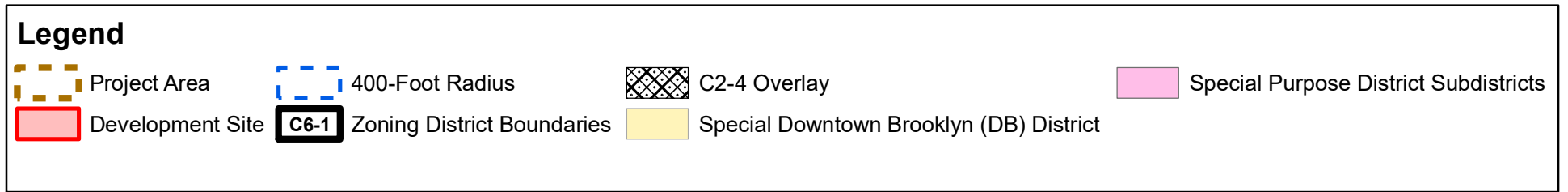
180 Schermerhorn Street Parking Lot EAS

Figure 2  
Land Use Map





Source: NYCDCP, DoITT



180 Schermerhorn Street Parking Lot EAS

Figure 3  
Zoning Map



**NYC Digital Tax Map**

Effective Date : 10-31-2016 09:40:52  
End Date : Current  
Brooklyn Block: 170

**Legend**

- Streets
- Miscellaneous Text
- Possession Hooks
- Boundary Lines
- Lot Face Possession Hooks
- Regular
- Underwater
- Tax Lot Polygon
- Condo Number
- Tax Block Polygon
- Project Area
- Development Site



**180 Schermerhorn Street Parking Lot EAS**

**Figure 4  
Tax Map**



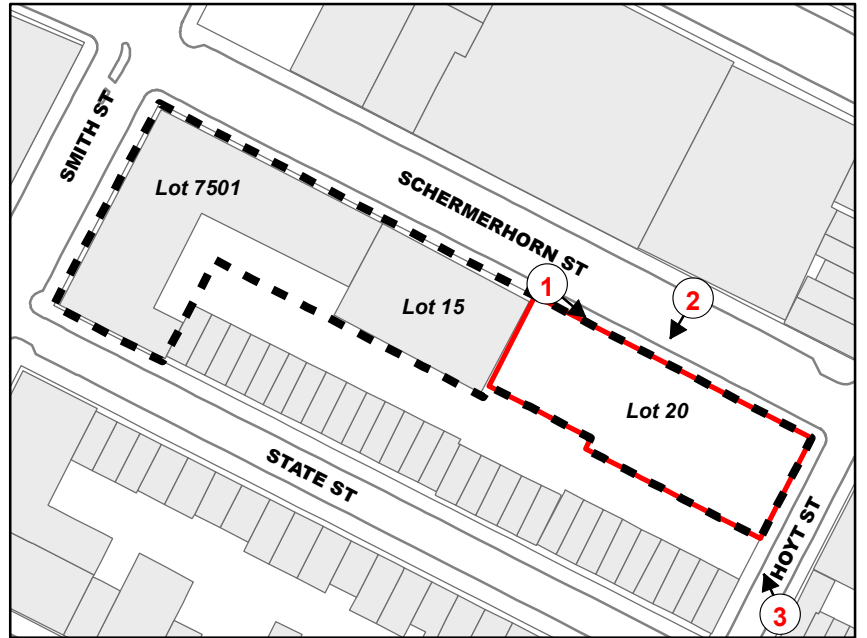
1. View looking southeast towards Development Site (Lot 20).



2. View looking southwest towards Development Site (Lot 20).



3. View looking northwest towards Development Site (Lot 20).



Source: New York City Department of City Planning (NYCDPC), DoITT

Notes: The Development Site is outlined by a solid red line.

The Project Area is outlined by a dashed black line.



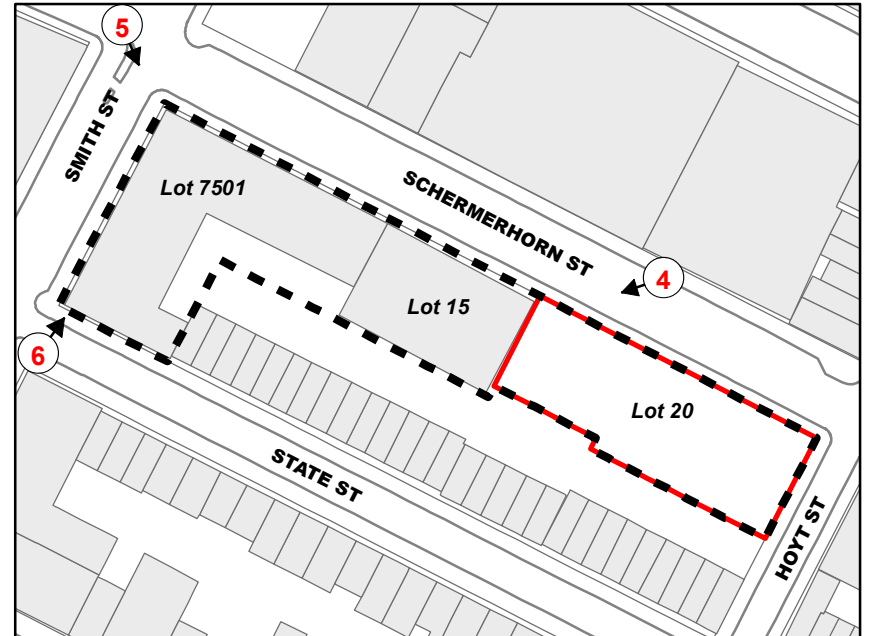
4. View looking southwest towards 160 Schermerhorn Street (Lot 15).



5. View looking southeast towards 140 Schermerhorn Street (Lot 7501).



6. View looking northeast towards 140 Schermerhorn Street (Lot 7501).



Source: New York City Department of City Planning (NYCDP), DoITT  
 Notes: The Development Site is outlined by a solid red line.  
 The Project Area is outlined by a dashed black line.

**Part II: TECHNICAL ANALYSIS**


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

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

	YES	NO
<b>1. LAND USE, ZONING, AND PUBLIC POLICY:</b> <a href="#">CEQR Technical Manual Chapter 4</a>		
(a) Would the proposed project result in a change in land use different from surrounding land uses?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project result in a change in zoning different from surrounding zoning?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Is there the potential to affect an applicable public policy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) If “yes,” to (a), (b), and/or (c), complete a preliminary assessment and attach.		
(e) Is the project a large, publicly sponsored project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If “yes,” complete a PlaNYC assessment and attach.		
(f) Is any part of the directly affected area within the City’s <a href="#">Waterfront Revitalization Program boundaries</a> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If “yes,” complete the <a href="#">Consistency Assessment Form</a> .		
<b>2. SOCIOECONOMIC CONDITIONS:</b> <a href="#">CEQR Technical Manual Chapter 5</a>		
(a) Would the proposed project:		
o Generate a net increase of 200 or more residential units?		
	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Generate a net increase of 200,000 or more square feet of commercial space?		
	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Directly displace more than 500 residents?		
	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Directly displace more than 100 employees?		
	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Affect conditions in a specific industry?		
	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>3. COMMUNITY FACILITIES:</b> <a href="#">CEQR Technical Manual Chapter 6</a>		
<b>(a) Direct Effects</b>		
o Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, hospitals and other health care facilities, day care centers, police stations, or fire stations?		
	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>(b) Indirect Effects</b>		
o <b>Early Childhood Programs:</b> Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in <a href="#">Chapter 6</a> )		
	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o <b>Public Schools:</b> Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in <a href="#">Chapter 6</a> )		
	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o <b>Libraries:</b> Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in <a href="#">Chapter 6</a> )		
	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o <b>Health Care Facilities and Fire/Police Protection:</b> Would the project result in the introduction of a sizeable new neighborhood?		
	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>4. OPEN SPACE:</b> <a href="#">CEQR Technical Manual Chapter 7</a>		
(a) Would the project change or eliminate existing open space?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the project generate more than 200 additional residents or 500 additional employees?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>5. SHADOWS:</b> <a href="#">CEQR Technical Manual Chapter 8</a>		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>6. HISTORIC AND CULTURAL RESOURCES:</b> <a href="#">CEQR Technical Manual Chapter 9</a>		

	YES	NO
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the <a href="#">GIS System for Archaeology and National Register</a> to confirm)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources. See Appendix 1		
<b>7. URBAN DESIGN AND VISUAL RESOURCES:</b> <a href="#">CEQR Technical Manual Chapter 10</a>		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>8. NATURAL RESOURCES:</b> <a href="#">CEQR Technical Manual Chapter 11</a>		
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of <a href="#">Chapter 11</a> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," list the resources and attach supporting information on whether the proposed project would affect any of these resources.		
(b) Is any part of the directly affected area within the <a href="#">Jamaica Bay Watershed</a> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," complete the Jamaica Bay Watershed Protection Plan <a href="#">Project Tracking Form</a> , and submit according to its <a href="#">instructions</a> .		
<b>9. HAZARDOUS MATERIALS:</b> <a href="#">CEQR Technical Manual Chapter 12</a>		
(a) Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project introduce new activities or processes using hazardous materials and increase the risk of human or environmental exposure?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Would the project require soil disturbance in a manufacturing area or any development on or near a manufacturing area or existing/historic facilities listed in the <a href="#">Hazardous Materials Appendix</a> (including nonconforming uses)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Would the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(f) Would the project result in development on or near a site that has or had underground and/or aboveground storage tanks (e.g., gas stations, oil storage facilities, heating oil storage)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(g) Would the project result in renovation of interior existing space on a site with the potential for compromised air quality; vapor intrusion from either on-site or off-site sources; or the presence of asbestos, PCBs, mercury or lead-based paint?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(h) Would the project result in development on or near a site with potential hazardous materials issues such as government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, coal gasification or gas storage sites, railroad tracks or rights-of-way, or municipal incinerators?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(i) Has a Phase I Environmental Site Assessment been performed for the site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify: See Attachment B	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(j) Based on the Phase I Assessment, is a Phase II Investigation needed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>10. WATER AND SEWER INFRASTRUCTURE:</b> <a href="#">CEQR Technical Manual Chapter 13</a>		
(a) Would the project result in water demand of more than one million gallons per day?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of commercial space in the Bronx, Brooklyn, Staten Island, or Queens?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) If the proposed project located in a <a href="#">separately sewered area</a> , would it result in the same or greater development than the amounts listed in Table 13-1 in <a href="#">Chapter 13</a> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Would the proposed project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) If the project is located within the <a href="#">Jamaica Bay Watershed</a> or in certain <a href="#">specific drainage areas</a> , including Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek, would it involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or generate contaminated stormwater in a separate storm sewer system?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>11. SOLID WASTE AND SANITATION SERVICES:</b> <a href="#">CEQR Technical Manual Chapter 14</a>		
(a) Using Table 14-1 in <a href="#">Chapter 14</a> , the project's projected operational solid waste generation is estimated to be (pounds per week): N/A		
o Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>12. ENERGY:</b> <a href="#">CEQR Technical Manual Chapter 15</a>		
(a) Using energy modeling or Table 15-1 in <a href="#">Chapter 15</a> , the project's projected energy use is estimated to be (annual BTUs): N/A		
(b) Would the proposed project affect the transmission or generation of energy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>13. TRANSPORTATION:</b> <a href="#">CEQR Technical Manual Chapter 16</a>		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in <a href="#">Chapter 16</a> ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) If "yes," conduct the screening analyses, attach appropriate back up data as needed for each stage and answer the following questions:		
o Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? <i>**It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of <a href="#">Chapter 16</a> for more information.</i>	<input type="checkbox"/>	<input type="checkbox"/>
o Would the proposed project result in more than 200 subway/rail, bus trips, or 50 Citywide Ferry Service ferry trips per project peak hour?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction), 200 subway/rail trips per station or line, or 25 or more Citywide Ferry Service ferry trips on a single route (in one direction), or 50 or more passengers at a Citywide Ferry Service landing?	<input type="checkbox"/>	<input type="checkbox"/>
o Would the proposed project result in more than 200 pedestrian trips per project peak hour?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop, or Citywide Ferry Service landing?	<input type="checkbox"/>	<input type="checkbox"/>
<b>14. AIR QUALITY:</b> <a href="#">CEQR Technical Manual Chapter 17</a>		
(a) <i>Mobile Sources:</i> Would the proposed project result in the conditions outlined in Section 210 in <a href="#">Chapter 17</a> ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) <i>Stationary Sources:</i> Would the proposed project result in the conditions outlined in Section 220 in <a href="#">Chapter 17</a> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in <a href="#">Chapter 17</a> ? (Attach graph as needed)	<input type="checkbox"/>	<input type="checkbox"/>
(c) Does the proposed project involve multiple buildings on the project site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>15. GREENHOUSE GAS EMISSIONS:</b> <a href="#">CEQR Technical Manual Chapter 18</a>		
(a) Is the proposed project a city capital project or a power generation plant?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project fundamentally change the City's solid waste management system?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) If "yes" to any of the above, would the project require a GHG emissions assessment based on the guidance in <a href="#">Chapter 18</a> ?	<input type="checkbox"/>	<input type="checkbox"/>
<b>16. NOISE:</b> <a href="#">CEQR Technical Manual Chapter 19</a>		
(a) Would the proposed project generate or reroute vehicular traffic?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project introduce new or additional receptors (see Section 114 in <a href="#">Chapter 19</a> ) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>17. PUBLIC HEALTH:</b> <a href="#">CEQR Technical Manual Chapter 20</a>		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; Hazardous Materials; Noise?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	YES	NO
<p><b>(b)</b> If “yes,” explain why an assessment of public health is or is not warranted based on the guidance in <a href="#">Chapter 20</a>, “Public Health.” Attach a preliminary analysis, if necessary. See Attachment B</p>		
<p><b>18. NEIGHBORHOOD CHARACTER:</b> <a href="#">CEQR Technical Manual Chapter 21</a></p>		
<p><b>(a)</b> Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise?</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>(b)</b> If “yes,” explain why an assessment of neighborhood character is or is not warranted based on the guidance in <a href="#">Chapter 21</a>, “Neighborhood Character.” Attach a preliminary analysis, if necessary. See Attachment B</p>		
<p><b>19. CONSTRUCTION:</b> <a href="#">CEQR Technical Manual Chapter 22</a></p>		
<p><b>(a)</b> Would the project’s construction activities involve:</p>		
o Construction activities lasting longer than two years?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, etc.)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o The operation of several pieces of diesel equipment in a single location at peak construction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Closure of a community facility or disruption in its services?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Activities within 400 feet of a historic or cultural resource?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Disturbance of a site containing or adjacent to a site containing natural resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>(b)</b> If any boxes are checked “yes,” explain why a preliminary construction assessment is or is not warranted based on the guidance in <a href="#">Chapter 22</a>, “Construction.” It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination. See Attachment B</p>		
<p><b>20. APPLICANT’S CERTIFICATION</b></p>		
<p>I swear or affirm under oath and subject to the penalties for perjury that the information provided in this Environmental Assessment Statement (EAS) is true and accurate to the best of my knowledge and belief, based upon my personal knowledge and familiarity with the information described herein and after examination of the pertinent books and records and/or after inquiry of persons who have personal knowledge of such information or who have examined pertinent books and records.</p> <p>Still under oath, I further swear or affirm that I make this statement in my capacity as the applicant or representative of the entity that seeks the permits, approvals, funding, or other governmental action(s) described in this EAS.</p>		
<p>APPLICANT/REPRESENTATIVE NAME Philip Habib, P.E., Philip Habib &amp; Associates</p>	<p>DATE 8-18-2022</p>	
<p>SIGNATURE</p>		
		

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



**ATTACHMENT A**  
**PROJECT DESCRIPTION**

**180 Schermerhorn Street Parking Lot EAS**  
**ATTACHMENT A: PROJECT DESCRIPTION**

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**I. INTRODUCTION**

State Street Parking, LLC (the “Applicant”) is seeking a special permit pursuant to the New York City Zoning Resolution (“ZR”) Section 74-52 (“Parking Garages or Public Parking Lots in High Density Central Areas”) to permit the increase in capacity of an existing attended public parking lot and a zoning authorization pursuant to ZR Section 37-952 (“Modification of design requirements by authorization”) to modify perimeter landscaping requirements as outlined in ZR Section 37-921 (“Perimeter landscaping”) (the “Proposed Actions”). The Proposed Actions would facilitate the development of the Proposed Project, an attended public parking lot with 245 parking spaces (including 50 four-car parking lifts (approximately 29-foot-high), providing 200 spaces), 21 bicycle parking spaces, and 12 reservoir spaces in the Boerum Hill neighborhood of Brooklyn Community District 2; the Proposed Project would not include built floor area. The Proposed Project is expected to be constructed, occupied, and fully operational in 2024. The New York City Department of City Planning (“NYCDCP”) will be serving as the lead agency on behalf of the New York City Planning Commission (“CPC”).

**II. EXISTING CONDITIONS**

**Development Site**

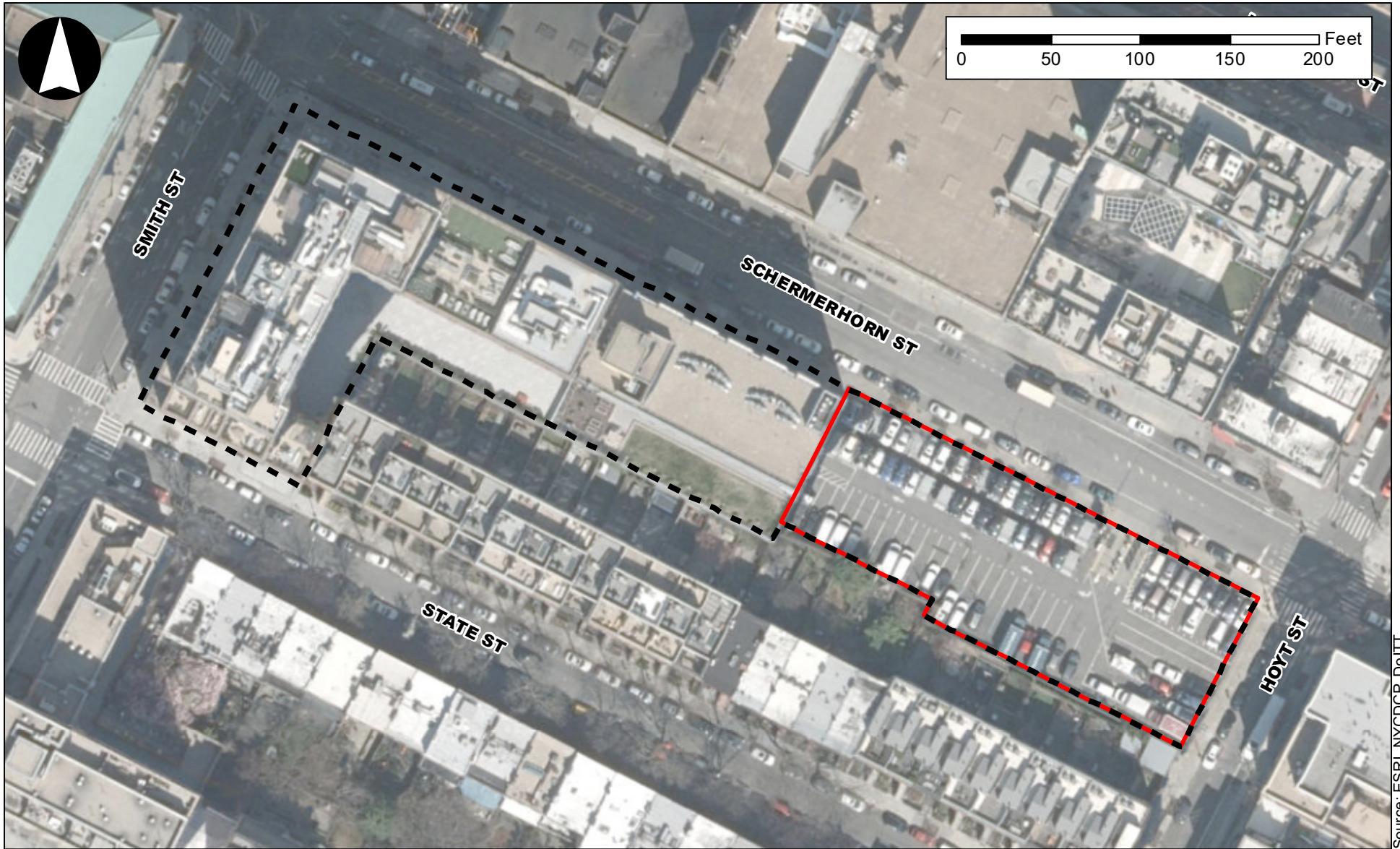
The Applicant is lessee and operator of the Development Site (Block 170, Lot 20), which is an approximately 22,151 square-foot (sf) irregular-shaped corner property that is currently occupied by an existing Use Group 8 public parking lot and no built floor area (refer to **Figure A-1**). The Development Site is also known as (a.k.a) 180 – 192 Schermerhorn Street. The Development Site is bounded by Schermerhorn Street to the north (approximately 256 feet of frontage), Hoyt Street to the east (approximately 90 feet of frontage), and adjacent residential and mixed-use commercial/residential properties to the south and west. Pursuant to the Development Site’s certificate of occupancy, the permitted use is a Use Group 8 public parking lot with up to 150 spaces; the current capacity is 114 spaces. The Development Site is zoned C6-1 and is located within the Special Downtown Brooklyn District (DB).

**Project Area**

The Development Site is part of a single zoning lot with Lots 7501 (formerly Lot 1) and 15 on Block 170. Therefore, the Project Area measures approximately 62,585 sf and includes Lots 15, 20, and 7501. Lot 7501, a.k.a 140 Schermerhorn Street, is developed with a 19-story building containing Use Group 5 hotel, Use Group 6 retail, and Use Group 2 residential uses; DOB filings indicate that this building has 307,551 sf of floor area. Lot 15, a.k.a 160 Schermerhorn Street, is developed with an 11-story building containing Use Group 3 and 4 community facility uses; DOB filings indicate that this building has 98,607 sf of floor area.

*Development Site History*

Historically, the Development Site was divided into 13 separate lots containing dwellings between 1887 and 1915. Since 1915, the Development Site has been occupied by surface parking uses. In addition, a



Source: ESRI, NYCDCP, DoITT

**Legend**

Project Area
  Development Site

180 Schermerhorn Street Parking Lot EAS

Figure A-1  
Aerial View of Development Site

small store and subway entrance occupied the northeastern corner of the Development Site between 1938 and 1950.

The C6-1 zoning designation had been in place since the adoption of the 1961 Zoning Resolution. In July 2001, the Development Site was rezoned from C6-1 to C6-1 (DB) as part of the Unified Bulk Program and Related Zoning Map Text Amendments (ULURP No. C010199 ZMY; CEQR No. 00DCP034Y), which established the Special Downtown Brooklyn District. In addition, the Development Site was included in the Schermerhorn Pacific Urban Renewal Area, which was established by an Urban Renewal Plan adopted by the Board of Estimate on May 25, 1972. By its terms, the Urban Renewal Plan expired 40 years later, on May 25, 2012.

The Development Site was formerly part of a tax lot that also consisted of (current) Lots 7501 and 15 on Block 170, which was disposed to the previous owner, HS Development Partners LLC, in 2003 pursuant to a Land Disposition Agreement between the City of New York and the New York State Urban Development Corporation. The tax lot was subsequently subdivided into Lots 7501, 15, and 20 on Block 170 but maintained as a single zoning lot (the Project Area). A 2012 amendment to the zoning lot development agreement (before the current owner acquired the Development Site) effectively allocated all of the available floor area from the Development Site to Lot 1 (the current Lot 7501) within the Project Area. Lot 7501, a.k.a 140 Schermerhorn Street, was subsequently developed with a 19-story mixed-use building. Lot 15, a.k.a 160 Schermerhorn Street, is developed with an 11-story community facility building.

## **Surrounding Area**

### *Land Use*

The area surrounding the Project Area is a dense urban setting consisting of a diverse range of land uses and building typologies, which are reflective of the medium-density residential zoning districts mapped in Boerum Hill and the high-density commercial zoning districts mapped in Downtown Brooklyn (refer to **Figure 2** of the **Environmental Assessment Statement (“EAS”) Short Form**). Commercial (office, retail, and hotels), mixed-use residential with retail, and residential buildings are well represented throughout the surrounding area. In addition, public facility and institutional buildings, such as the Brooklyn House of Detention, Kings County courthouses and governmental offices, are primarily located to the west of Smith Street. Schermerhorn Street is primarily a mix of commercial and residential uses. Atlantic Avenue, Fulton Street and Livingston Street serve as commercial corridors in the surrounding area and feature a variety of commercial uses, including offices as well as major and local retailers. Building typologies and heights in the surrounding area vary depending on location: low-rise attached rowhouses and mid-rise apartment buildings are generally located to the south of Schermerhorn Street, in Boerum Hill, while mid-rise and high-rise commercial and mixed-use buildings are generally located to the north of Schermerhorn Street, in Downtown Brooklyn. In the past two decades, Boerum Hill has experienced new infill residential development on vacant land, while Downtown Brooklyn has been transformed from a predominantly commercial neighborhood to a mixed-use neighborhood with significant residential uses.

### *Zoning*

The Project Area is located in a C6-1 zoning district and the Special Downtown Brooklyn (DB) District (refer to **Figure 3** of the **EAS Short Form**). C6-1 districts are commonly mapped in areas located adjacent to or outside of central business districts. C6-1 districts permit a maximum commercial floor area ratio (“FAR”)

of 6.0, a maximum residential FAR of 3.44<sup>1</sup> (R7-2 district equivalent), and a maximum community facility FAR of 6.5. In C6-1 districts, an optional floor area bonus is obtainable through the provision of a public plaza or housing provided pursuant to the Inclusionary Housing Program (“IHP”). In C6 zoning districts, off-street parking is generally not required.

The Project Area is also located within the Special Downtown Brooklyn (DB) District. The DB, created in 2001 (modified in 2004), establishes special height and setback regulations and urban design guidelines to promote and support the continued growth of Downtown Brooklyn as a unique mixed use area. The economic, civic and retail center of the borough, Downtown Brooklyn is the city’s third largest central business district — a hub of office buildings, courthouses and government buildings, major academic and cultural institutions, and active retail corridors. It is surrounded by historic residential neighborhoods. In addition to the C6-1 district and Special Downtown Brooklyn (DB) District mapped on the Project Area, the surrounding area also contains C2-4 (overlay), C6-2A, C5-4, C6-4, R6B, and R7A zoning districts.

### *Street Network*

The street network in the surrounding area contains numerous arterial and collector streets. Schermerhorn Street is a two-way, eastbound and westbound minor arterial street with a mapped width of 80 feet; the street connects Clinton Street to the west and Flatbush Avenue, Lafayette Avenue, and 3 Third Avenue to the east. Hoyt Street is a one-way, southbound major collector street with a mapped width of 50 feet; the street connects Fulton Street to the north to 5<sup>th</sup> Street to the south. State Street is a one-way, eastbound street with a mapped width of 60 feet west of Smith Street; the street connects Columbia Place to the west and Flatbush Avenue to the east. Atlantic Avenue is a two-way, eastbound and westbound principal arterial with a mapped width of 100 feet; the street connects the Brooklyn – Queens Expressway (Interstate 278) to the west with Flatbush Avenue to the east. Smith Street is a minor arterial with a mapped width of 80 feet north of Atlantic Avenue. Smith Street is a northbound street south of Schermerhorn Street and a two-way northbound and southbound street north of Schermerhorn Street. Boerum Place is a two-way, northbound and southbound principal arterial with a mapped width of 130 feet north of Atlantic Avenue; the street connects Fulton Street to the north and Bergen Street to the south.

### **III. THE PROPOSED ACTIONS**

To facilitate the development of the Proposed Project, the Applicant is seeking the approval of a special permit pursuant to the New York City Zoning Resolution ZR Section 74-52 (“Parking Garages or Public Parking Lots in High Density Central Areas”) to permit the increase in capacity of an existing attended public parking lot and a zoning authorization pursuant to ZR Section 37-952 (“Modification of design requirements by authorization”) to modify perimeter landscaping requirements as outlined in ZR Section 37-921 (“Perimeter landscaping”).

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<sup>1</sup> The residential FAR may be increased up to 4.0 on a wide street (Quality Housing Program), to 4.6 within Mandatory Inclusionary Housing (MIH) Areas and to 5.01 for Affordable Independent Residences for Seniors (AIRS).

#### IV. PURPOSE AND NEED FOR THE PROPOSED ACTIONS

The Proposed Action is intended to facilitate the development of an attended public parking lot with 245 parking spaces. After many years of managing the public parking lot on the Development Site, the property was acquired by an affiliate of the Applicant in 2015. The Applicant seeks to increase the capacity of the existing public parking lot as part of an investment to upgrade the facility and address the parking needs of the surrounding, vibrant mixed-use neighborhoods of Boerum Hill and Downtown Brooklyn. The additional parking capacity would continue to support the parking needs of Downtown Brooklyn, a neighborhood which features high-density commercial, public facility/institutional, and residential land uses.

The zoning authorization to modify perimeter landscaping requirements is being requested to accommodate safe and efficient parking operations. In conjunction with the modification of perimeter landscaped area depth requirements, a waiver is also requested of the particular regulations concerning underdrains, curb inlets, groundcover, trees, and obstructions (fencing). These modifications are required because of the relatively shallow and irregular dimensions of the Development Site, in combination with the internal circulation requirements and the zoning regulations that govern the Development Site, including requirements for rear yard, bicycle parking, reservoir spaces, and entrance/exit location. The Development Site is also encumbered by easements in favor of the New York City Transit Authority, as subway tunnels are located beneath the Development Site.

#### V. ANALYSIS FRAMEWORK

As discussed above, the Development Site would be redeveloped as a result of the Proposed Actions in the future With-Action scenario. No other properties located within the Project Area would be redeveloped as a result of the Proposed Actions, as the Proposed Actions would apply to the Development Site only and there is no remaining FAR available on the zoning lot that includes Lots 15, 20, and 7501 on Block 170 (the Project Area). The incremental difference between the No-Action and With-Action scenarios serves as the basis of the impact category analyses of this Environmental Assessment Statement (“EAS”). To determine the No-Action and With-Action scenarios, standard methodologies have been used following 2021 *City Environmental Quality Review* (“CEQR”) *Technical Manual* guidance employing reasonable assumptions. These methodologies have been used to identify the amount and location of future development, as discussed below.

##### **Future without the Proposed Action (No-Action Scenario)**

In the future without the Proposed Actions, the Applicant would not proceed with the Proposed Project. In the No-Action scenario, the Development Site would be occupied by a public parking lot with a capacity of up to 150 spaces. The No-Action scenario is consistent with the current certificate of occupancy applicable to the Development Site, which permits the Applicant to operate a Use Group 8 public parking lot with a capacity of 150 spaces.

##### **Future with the Proposed Action (With-Action Scenario)**

In the future with the Proposed Actions, the Proposed Project would be developed on the Development Site (refer to **Figure A-2** for an illustrative site plan of the proposed public parking lot). The Proposed Project is an attended public parking lot with 245 parking spaces (including 50 four-car parking lifts

(approximately 29-foot-high), providing 200 spaces), 21 bicycle parking spaces, and 12 reservoir spaces; the Proposed Project would not include built floor area. Vehicles would enter the parking lot via a new 12-foot-wide (excluding splays) curb cut located on Schermerhorn Street and exit via a new 10-foot-wide (excluding splays) curb cut located on Hoyt Street (the Schermerhorn Street curb cut would replace an existing curb cut that is wider and located further to the east). Landscaping to a depth of four feet (three feet less than the seven feet required pursuant to ZR Section 37-921) would be provided along the perimeter of the parking lot, and an approximately 858 sf corner area containing landscaping and benches would be provided at the southwestern corner of the intersection of Hoyt and Schermerhorn streets, in the northeastern corner of the Development Site. A six-foot-high steel picket fence would enclose the parking lot, separating the adjacent public sidewalks and the perimeter landscaping from the parking lot.

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

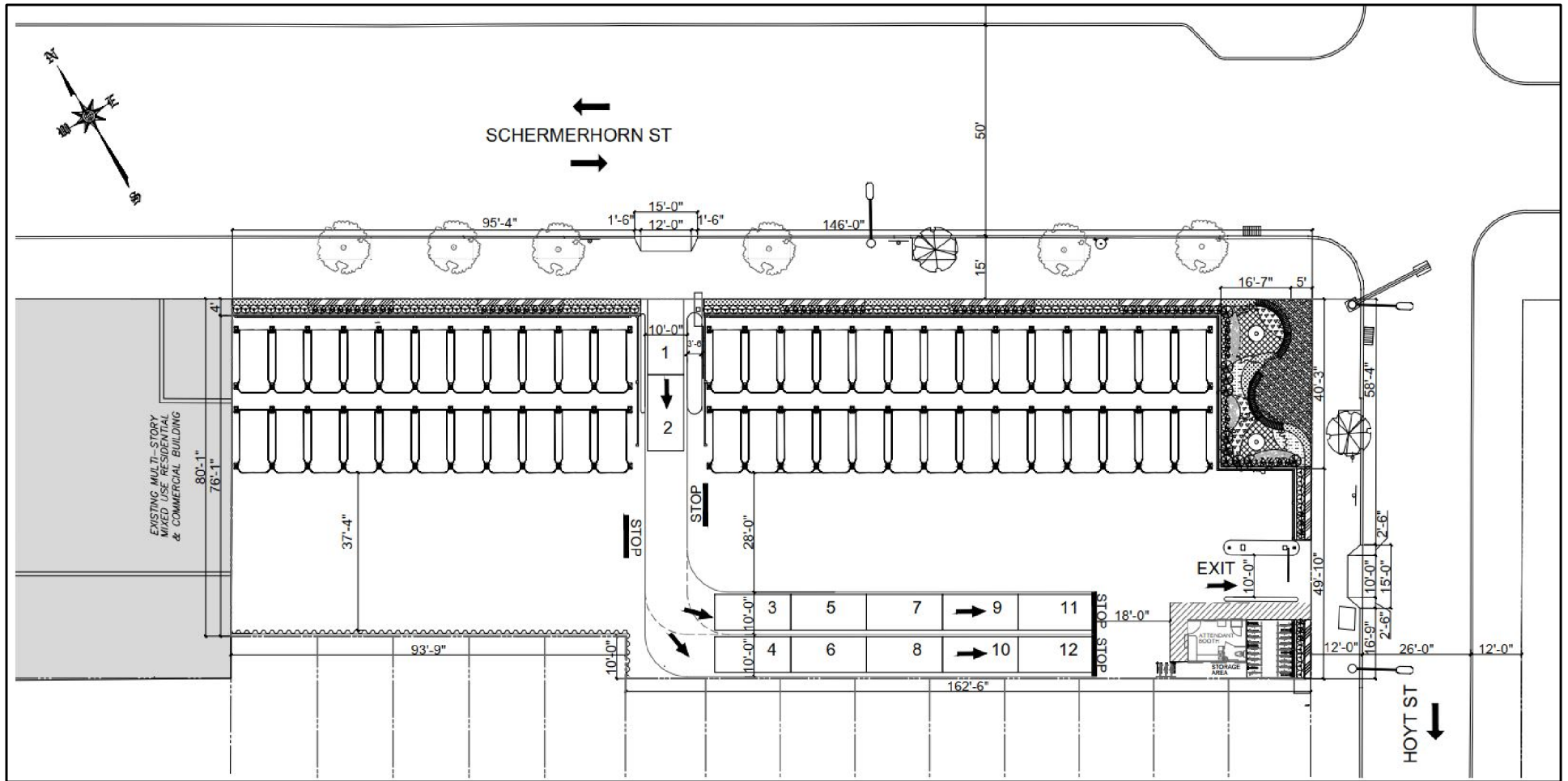
Use	No-Action Scenario	With-Action Scenario	Increment
Public Parking Lot	150 spaces	245 spaces	<b>+95 spaces</b>
<b>Population/Employment<sup>1</sup></b>	<b>No-Action Scenario</b>	<b>With-Action Scenario</b>	<b>Increment</b>
Workers	6 workers	9 workers	<b>+3 workers</b>

**Note:**

<sup>1</sup> The number of No-Action and With-Action workers has been provided by the Applicant.

As shown in **Table A-1**, when fully operational in 2024, the Proposed Actions would result in the incremental development of approximately 95 parking spaces and the addition of three new workers.

The With-Action scenario is based on the Applicant's proposed plan for the Development Site. The Proposed Project maximizes the number of parking spaces that could be feasibly accommodated on the Development Site. In addition, there is no remaining FAR available on the zoning lot that includes Lots 15, 20, and 7501 on Block 170 (the Project Area). Therefore, the Applicant's Proposed Project represents the RWCDs for CEQR analysis purposes.



Source: Philip Habib & Associates.  
 Note: For Illustrative Purposes Only. Plan is Not to Scale.



**ATTACHMENT B**  
**SUPPLEMENTAL SCREENING**

**180 Schermerhorn Street Parking Lot EAS  
ATTACHMENT B: SUPPLEMENTAL SCREENING**

**I. INTRODUCTION**

This Environmental Assessment Statement (“EAS”) has been prepared in accordance with the guidance and methodologies presented in the 2021 *CEQR Technical Manual*. For each technical area, thresholds are defined, which, if met or exceeded, require that a detailed technical analysis be undertaken. Using this guidance, preliminary screening assessments were conducted for the Proposed Actions to determine whether detailed analysis of any technical area may be appropriate. Part II of the EAS Form identifies those technical areas that warrant additional assessment. The technical areas that warranted a “Yes” answer in Part II of the EAS Form were Historic and Cultural Resources, Urban Design and Visual Resources, Hazardous Materials, Transportation, Air Quality, Noise, Public Health, Neighborhood Character, and Construction. Therefore, a supplemental screening assessment for each area is provided in this attachment. All remaining technical areas detailed in the *CEQR Technical Manual* were not deemed to require supplemental screening because they do not trigger initial CEQR thresholds and/or are unlikely to result in significant adverse impacts.

**Table B-1  
Summary of CEQR Technical Areas Screening**

TECHNICAL AREA	SCREENED OUT PER EAS FORM	SCREENED OUT PER SUPPLEMENTAL SCREENING	DETAILED ANALYSIS REQUIRED
Land Use, Zoning, and Public Policy	X		
Socioeconomic Conditions	X		
Community Facilities and Services	X		
Open Space	X		
Shadows	X		
Historic and Cultural Resources		X	
Urban Design and Visual Resources			X
Natural Resources	X		
Hazardous Materials		X	
Water and Sewer Infrastructure	X		
Solid Waste and Sanitation Services	X		
Energy	X		
Transportation - Traffic and Parking - Transit - Pedestrians	X X	X	
Air Quality - Mobile Sources (Garage/Lot) - Mobile Sources (Traffic) - Stationary Sources	X	X	X
Greenhouse Gas Emissions	X		
Noise		X	
Public Health		X	
Neighborhood Character		X	
Construction		X	

As shown in **Table B-1**, the supplemental screening assessment contained herein identified that a detailed analysis is warranted for Urban Design and Visual Resources and Air Quality. **Table B-1** identifies for each CEQR technical area whether (a) the potential for impacts can be screened out based on the EAS Form, Part II, Technical Analyses; (b) the potential for impacts can be screened out based on a supplemental screening per the *CEQR Technical Manual*; (c) or whether a more detailed assessment is warranted.

## II. SUPPLEMENTAL SCREENING

### HISTORIC AND CULTURAL RESOURCES

Historic and cultural resources are defined as districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, and archaeological importance. This includes properties that have been designated or are under consideration for designation as New York City Landmarks (“NYCLs”) or Scenic Landmarks, or are eligible for such designation; properties within New York City Historic Districts; properties listed on the State and/or National Register of Historic Places (“S/NR”); and National Historic Landmarks. An assessment of architectural and/or archaeological resources is usually required for projects that are located adjacent to historic or landmark structures or projects that require in-ground disturbance, unless such disturbance occurs on a site or in an area that has been excavated previously. The Project Area is located adjacent to several historic structures on Block 170; therefore, further assessment is warranted.

According to the *CEQR Technical Manual* guidance, potential impacts on historic resources are considered on those sites affected by a proposed action and in the area surrounding the identified site. The historic resources study area is therefore defined as the area within a 400-foot radius of the Project Area. Archaeological resources are considered only in those areas within the Project Area where new excavation or ground disturbance is likely to occur, as compared to the No-Action scenario.

#### Architectural Resources

Based on a letter provided by the New York City Landmarks Preservation Commission (“LPC”) on February 5, 2021 (refer to **Appendix 1**), the Development Site does not contain any historic resources identified by LPC as S/NR-listed, S/NR-eligible, NYCL-designated, or NYCL-eligible. In addition, the remaining properties located within the Project Area (Lots 7501 and 15) do not contain any historic resources identified by LPC as S/NR-listed, S/NR-eligible, NYCL-designated, or NYCL-eligible. Therefore, the Proposed Project would not have the potential to result in direct impacts to any historic resources. However, the historic resources study area includes 26 historic resources (a complete list of these resources is provided in **Appendix 1**). Based on LPC correspondence provided in **Appendix 1**, the Proposed Actions would not have the potential to result in any significant adverse indirect (contextual) impacts to historic resources and further assessment is not warranted.

#### Archaeological Resources

As previously stated, archaeological resources are considered only in those areas within the Project Area where new excavation or ground disturbance is likely to occur, as compared to the No-Action scenario. Excavation and ground disturbance activities within the Project Area would be limited to the Development Site only, as Lots 7501 and 15 each contain existing buildings and would not be affected by the Proposed Actions. Therefore, only the Development Site is considered for its potential archaeological sensitivity.

Although the Proposed Actions would result in limited excavation within certain areas of the Development Site, such disturbance would not be considered new, as the Development Site has been excavated previously. LPC confirmed that the Development Site has no archaeological significance in a letter dated April 6, 2021 (refer to **Appendix 1**). Therefore, the Proposed Actions would not have the potential to result in any significant adverse impacts to archaeological resources and further assessment is not warranted.

## URBAN DESIGN AND VISUAL RESOURCES

An area's urban design components and visual resources, when considered together, define the look and character of a particular neighborhood. The urban design characteristics of a neighborhood encompass the various components of buildings and streets in the area, including building bulk, use, and typology; building arrangement; block form and street pattern; streetscape elements; street hierarchy; and natural features. An area's visual resources are its unique or important public view corridors, vistas, or natural or built features. For CEQR analysis purposes, this includes only views from public and publicly accessible locations and does not include views from private residences or places of business.

An analysis of urban design and visual resources is appropriate if a proposed action would (a) result in buildings or structures that have substantially different heights, bulk, forms, setbacks, uses, or arrangements than currently exist in an area; (b) alter block form, demap an active street or map a new street, or affect the street hierarchy, street wall, curb cuts, pedestrian activity or streetscape elements; or (c) would result in above-ground development in an area that includes significant visual resources.

As the Proposed Actions have the potential to change pedestrians' experience of public space surrounding the Project Area, it is necessary to assess the Proposed Actions' potential impacts on urban design and visual resources, and a preliminary urban design analysis is required and is provided in **Attachment C, "Urban Design and Visual Resources."** As discussed therein, the Proposed Actions would not result in significant adverse impacts on urban design and visual resources, as defined by the guidelines for determining impact significance set forth in the *CEQR Technical Manual*.

## HAZARDOUS MATERIALS

As detailed in the *CEQR Technical Manual*, the goal of a hazardous materials assessment is to determine whether a proposed action may increase the exposure of people or the environment to hazardous materials, and if so, whether this increased exposure would result in potential significant public health or environmental impacts. A hazardous material is any substance that poses a threat to human health or the environment. Substances that can be of concern include, but are not limited to, heavy metals, volatile and semivolatile organic compounds, methane, polychlorinated biphenyls, and hazardous wastes (defined as substances that are chemically reactive, ignitable, corrosive, or toxic). According to the *CEQR Technical Manual*, the potential for significant impacts from hazardous materials can occur when: (a) hazardous materials exist on a site, and (b) an action would increase pathways to their exposure; or (c) an action would introduce new activities or processes using hazardous materials.

## Phase I Environmental Site Assessment

A Phase I Environmental Site Assessment (“ESA”) dated October 2015 was performed by Langan Engineering, Environmental, survey and Landscape Architecture, D.P.C. (“Langan”) for Brooklyn Block 170, Lot 20 (refer to **Appendix 2** for the Phase I ESA Executive Summary). The Phase I ESA was prepared in conformance with American Society for Testing Materials International’s (“ASTM”) Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process – E1527-13. Based on the information gathered as a result of the Phase I ESA process, Langan did not identify any recognized environmental conditions (“RECs”) in connection with the subject property.

The Proposed Actions would result in minimal subsurface excavation. To construct the Proposed Project, a public parking lot, it is expected that general excavation across the Development Site to a depth of approximately one to two feet would occur for grading and resurfacing. Deeper excavation of approximately five to six and one-half feet would be required for certain portions of the Development Site, including for the perimeter and corner landscaped areas, perimeter fencing, footings and shear bay walls required for the parking lifts, stormwater detention system, and sign footing. In addition, the Proposed Actions and subsequent Proposed Project, a public parking lot, would not introduce new activities or processes using hazardous materials. Therefore, as there are no hazardous materials located on the Development Site, the Proposed Actions would not increase pathways to exposure of hazardous materials, and the Proposed Actions would not introduce new activities or processes using hazardous materials, the Proposed Actions would not have the potential to result in significant adverse hazardous materials impacts and a more detailed analysis of hazardous materials is not warranted.

## TRANSPORTATION

The objective of the transportation analysis is to determine whether a proposed action may have a potential significant adverse impact on traffic operations, public transportation facilities and services, pedestrian elements and flow, safety of all roadway users (pedestrians, bicyclists, and vehicles), on and off street parking, or goods movement. A travel demand forecast was prepared for the Proposed Actions based on the 95-space increment between the No-Action and With-Action scenarios. The purpose of this forecast is to determine if the Proposed Actions would result in 50 or more action-generated vehicle trips, 200 or more action-generated transit trips, or 200 or more pedestrian action-generated trips. This forecast is detailed in the Transportation Planning Factors and Travel Demand Forecast Technical Memorandum provided in **Appendix 3**. As summarized in the memorandum, the Proposed Project would not meet or exceed *CEQR Technical Manual* thresholds for detailed traffic, transit, pedestrian or parking analyses. Significant adverse impacts to transportation systems and services are therefore considered unlikely to occur based on *CEQR Technical Manual* guidance, and further detailed transportation analyses are not warranted.

## AIR QUALITY

### Mobile Sources

As stated in the *CEQR Technical Manual*, a project—whether site-specific or generic—may result in significant mobile source air quality impacts when it increases or causes a redistribution of traffic, creates any other mobile sources of pollutants, or adds new users near mobile sources. According to the *CEQR Technical Manual* screening threshold criteria for the study area, if 170 or more project-generated vehicles pass through an intersection in any given peak (period for CO impact), or if a project would result in greater than 12 to 23 heavy-duty diesel vehicle (HDDV) trips or its equivalent vehicle emissions based on the type of road (for PM<sub>2.5</sub> impact), there is the potential for mobile source air quality impacts and a detailed analysis is required.

The Proposed Actions are not anticipated to result in a substantial number of diesel vehicle trips. The entrance to the Proposed Project would be located on Schermerhorn Street and the exit from the Proposed Project would be located on Hoyt Street, a PM<sub>2.5</sub> screening was conducted for these two street segments pursuant to *CEQR Technical Manual* guidance. Schermerhorn Street is classified as a minor arterial (Functional Class (“FC”) – 16 “Minor Arterial”) by the New York State Department of Transportation (“NYSDOT”) and Hoyt Street is classified as a major collector (Functional Class (“FC”) – 17 “Major Collector”) by NYSDOT. The data provided in **Appendix 3** indicate that a maximum increment of 17 vehicles would enter the Proposed Project via Schermerhorn Street (10:00 – 11:00 AM) and a maximum increment of 15 vehicles would exit the Proposed Project via Hoyt Street (4:00 – 5:00 PM). Based on the New York City Department of Environmental Protection’s (“NYCDEP’s”) Equivalent Truck Calculation Matrix, the Proposed Project would not exceed the *CEQR Technical Manual* screening criteria for PM<sub>2.5</sub> analysis (the screen value being 22 trucks for Schermerhorn Street and the truck equivalent of 17 vehicles being one truck; the screen value being 19 trucks for Hoyt Street and the truck equivalent of 15 vehicles being three trucks). Therefore, a detailed mobile source air quality analysis for PM<sub>2.5</sub> emissions is not warranted.

In addition, the Proposed Project would introduce a maximum of 15 incremental vehicle trips through the intersection of Hoyt Street and State Street, well below the CO screening threshold of 170 vehicle trips. Therefore, the Proposed Actions would not exceed the *CEQR Technical Manual* screening thresholds and a detailed mobile source air quality analysis is not warranted.

### Parking Facilities

As stated in the *CEQR Technical Manual*, a project that would result in parking facilities may require a microscale air quality analysis. The Proposed Project would result in the development of an at-grade surface parking lot containing 245 parking spaces. Therefore, further analysis is warranted for the Proposed Project and has been provided in **Attachment D, “Air Quality.”** As discussed therein, the Proposed Actions would not have the potential to result in significant adverse mobile source air quality impacts.

## NOISE

The purpose of a noise analysis is to determine both a proposed action's potential effects on sensitive noise receptors and the effects of ambient noise levels on new sensitive uses introduced by a proposed action. The principal types of noise sources affecting the New York City environment are mobile sources (primarily motor vehicles), stationary sources (typically machinery or mechanical equipment associated with manufacturing operations or building heating, ventilating, and air conditioning systems) and construction noise (e.g. trucks, bulldozers, power tools, etc.). The Proposed Actions would not facilitate the development of "sensitive receptors" (e.g., residences, hotels, motels, health care facilities, nursing homes, schools, houses of worship, court houses, public meeting facilities, museums, libraries, theaters, parks, outdoor theaters, golf courses, zoos, campgrounds, and beaches) as defined by the *CEQR Technical Manual* or introduce a stationary source of noise (e.g., mechanical equipment, playgrounds).

### Mobile Source Screening

According to the *CEQR Technical Manual*, a detailed mobile source analysis is generally performed if a proposed action would increase noise passenger car equivalent (Noise PCE) values by 100 percent or more. The Proposed Actions would not result in the doubling of PCEs. Therefore, the Proposed Actions would not have the potential to result in significant adverse mobile source noise impacts.

## PUBLIC HEALTH

Public health involves the activities that society undertakes to create and maintain conditions in which people can be healthy. Many public health concerns are closely related to air quality, water quality, hazardous materials, and noise.

According to the guidance of the *CEQR Technical Manual*, a public health assessment may be warranted if a proposed project results in (a) increased vehicular traffic or emissions from stationary sources resulting in significant adverse air quality impacts; (b) increased exposure to heavy metals and other contaminants in soil/dust resulting in significant adverse impacts, or the presence of contamination from historic spills or releases of substances that might have affected or might affect groundwater to be used as a source of drinking water; (c) solid waste management practices that could attract vermin and result in an increase in pest populations; (d) potential significant adverse impacts to sensitive receptors from noise and odors; (e) vapor infiltration from contaminants within a building or underlying soil that may result in significant adverse hazardous materials or air quality impacts; (f) exceedances of accepted federal, state, or local standards; or (g) other actions that might not exceed the preceding thresholds but might, nonetheless, result in significant health concerns.

As the Proposed Project would not have the potential to result in significant adverse impacts in any of the technical areas related to public health (air quality, hazardous materials, or noise), it would not have the potential to result in significant adverse impacts related to public health and further assessment is not warranted.

## **NEIGHBORHOOD CHARACTER**

As the Proposed Actions require a detailed analysis of Urban Design and Visual Resources, a supplemental screening analysis is necessary to determine if a detailed neighborhood character analysis is warranted.

The Proposed Actions would not adversely affect any component of the surrounding area's neighborhood character. The Proposed Actions would facilitate an increase in the capacity of the existing public parking lot as part of an investment to upgrade the facility and address the parking needs of the surrounding, vibrant mixed-use neighborhoods of Boerum Hill and Downtown Brooklyn. The zoning authorization to modify perimeter landscaping requirements is being requested to accommodate safe and efficient parking operations. The Proposed Project would not conflict with the surrounding activities of the neighborhood, nor would it significantly impact land use patterns or alter the socioeconomic character of the neighborhood.

Moreover, the Proposed Actions are not anticipated to result in any significant adverse impacts on the technical areas relating to neighborhood character, including Land Use, Zoning, and Public Policy, Socioeconomic Conditions, Open Space, Historic and Cultural Resources, Urban Design and Visual Resources, Shadows, Transportation, and Noise. Therefore, the Proposed Actions would not result in a significant adverse impact to neighborhood character and no further analysis is warranted.

## **CONSTRUCTION**

Although temporary, construction impacts can include noticeable and disruptive effects from an action that is associated with construction or could induce construction. Determination of the significance of construction impacts and the need for mitigation is generally based on the duration and magnitude of the impacts. Construction impacts are usually important when construction activity could affect traffic conditions, archaeological resources, the integrity of historic resources, community noise patterns, or air quality conditions.

The Proposed Project is expected to be constructed over an approximately six- to 12-month period, and is therefore considered short-term. Most construction activity would take place Monday through Friday, although the delivery and installation of certain equipment could occur on weekend days. Hours of construction are regulated by the New York City Department of Buildings ("NYCDOB") and apply in all areas of New York City. In accordance with those regulations, almost all work would occur between 7:00 AM and 6:00 PM on weekdays, although some workers would arrive and begin to prepare work areas before 7:00 AM. Occasionally, Saturday or overtime hours could be required to complete time-sensitive tasks. Weekend work requires a permit from DOB and, in certain instances, approval of a noise mitigation plan from NYCDEP pursuant to the New York City Noise Code.

Construction activities may result in short-term disruption of both traffic and pedestrian movements in the vicinity of the Development Site. This would occur primarily due to the potential temporary loss of curbside lanes from the staging of equipment and the movement of materials to and from the Development Site. Most construction traffic would take place outside of the AM and PM peak hours for traffic in vicinity of the Development Site due to typical construction hours. Additionally, construction may at times result in temporary closings of sidewalks adjacent to the Development Site in order to accommodate construction vehicles, equipment, and supplies. The construction site would be surrounded by construction fencing and barriers as required by DOB. While it is anticipated that some sidewalks



immediately adjacent to the construction site would be closed to accommodate heavy loading areas for at least several months of the construction period for the Development Site, detailed Maintenance and Protection of Traffic (“MPT”) plans for the construction site would need to be submitted for approval to the New York City Department of Transportation (“NYCDOT”) Office of Construction Mitigation and Coordination (“OCMC”), the entity that ensures critical arteries are not interrupted, especially in peak travel periods. Given the limited duration of any obstructions, these conditions would not have the potential to result in significant adverse impacts on traffic and transportation conditions.

Noise associated with construction would be limited to typical construction activities and would be subject to compliance with the New York City Noise Code and EPA noise emission standards for construction equipment. These controls and the temporary nature of construction activity would assure that construction activity would not have the potential to result in significant adverse noise impacts.

The Proposed Project would result in temporary disruption in the surrounding area, including noise, dust, and traffic associated with the delivery of materials and arrival of workers on the Development Site. However, given the magnitude and duration of construction effects, construction expected to occur as a result of the Proposed Project would not have the potential to result in significant adverse impacts, and further assessment is not warranted.

**ATTACHMENT C**  
**URBAN DESIGN AND VISUAL RESOURCES**

**180 Schermerhorn Street Parking Lot EAS**  
**ATTACHMENT C: URBAN DESIGN AND VISUAL RESOURCES**

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## **I. INTRODUCTION**

This chapter assesses the Proposed Actions' potential effects on urban design and visual resources. As described in **Attachment A, "Project Description,"** the Proposed Actions would facilitate the development of an attended public parking lot with 245 parking spaces (including 50 four-car parking lifts (approximately 29-foot-high), providing 200 spaces), 21 bicycle parking spaces, and 12 reservoir spaces (the "Proposed Project") in the Boerum Hill neighborhood of Brooklyn Community District 2.

The 2021 *City Environmental Quality Review ("CEQR") Technical Manual* defines urban design as the totality of elements – including streets, buildings, visual resources, open space, natural features, and wind – that shape and affect a pedestrian's experience of public space. A visual resource is defined as the connection from the public realm to significant natural or built features, including, but not limited to, views of the waterfront, public parks, public art, statues or sculptures, landmark structures or districts, otherwise distinct buildings or groups of buildings that may be iconic or historic, or natural resources. In an urban design assessment pursuant to CEQR, one considers whether and how a project may change the experience of a pedestrian in the project area. The assessment focuses on the components of a proposed project that may have the potential to alter the arrangement, appearance, and functionality of the built and natural environment in the context of the project. An assessment of the potential impacts of the Proposed Actions on urban design and visual resources was prepared in conformance to the *CEQR Technical Manual*. This assessment describes existing conditions and compares conditions in the future without and with the Proposed Project to determine potential impacts to urban design and visual resources. The urban design and visual resources assessment is based on observations, drawings, maps, and photographs taken from the perspective of a pedestrian.

## **II. METHODOLOGY**

In general, an assessment of urban design is warranted when a project may have effects on one or more of the elements that contribute to a pedestrian's experience of public space. These elements, the totality of which defines the concept of urban design, are described below:

- *Streets.* The dimensions, arrangement, and orientation of streets create the blocks on which buildings and open spaces are organized, set street views, and define the experience and flow of activity in an area. The apportionment of street space between cars, bicycles, transit, and sidewalks and the careful design of street furniture, grade, materials used, and permanent fixtures, including plantings, streetlights, fire hydrants, curb cuts, or any other furniture are critical in creating a successful streetscape.
- *Buildings.* Buildings and streets together, form the backdrop for public space and activity. A building's street wall forms the most common backdrop in the city for public space. A building's size, shape, orientation, height, setbacks, lot coverage, density, placement and use on the zoning lot and block; the orientation of active uses; and pedestrian and vehicular entrances all play major roles in the vitality of the streetscape. Furthermore, building façades, accessible spaces or

rooftops, also make up the public realms that enrich the visual and experiential character of an area.

- *Visual Resources.* A visual resource is the connection from the public realm to significant natural or built features, including, but not limited to, views of the waterfront, public parks, public art, statues or sculptures, landmark structures or districts, otherwise distinct buildings or groups of buildings that may be iconic or historic, or natural resources.
- *Open Space.* For the purpose of urban design, open space includes public and private areas such as parks, yards, cemeteries, parking lots, playgrounds, community gardens, plazas, and privately-owned public spaces.
- *Natural Features.* Natural features include vegetation (i.e., trees, shrubs, grasses, etc.), geologic, topographic, and aquatic features. Rock outcroppings, steep slopes or varied ground elevation, beaches, or wetlands may help define the overall character of an area.
- *Wind.* Channelized wind pressure from between tall buildings and “down-washed” wind pressure from parallel tall buildings may cause winds that affect pedestrian comfort and safety. “Down-washed” wind is wind that is propelled downward by an intervening structure, such as a high-rise building, that causes high wind speeds at the street level.

As described in **Attachment A, “Project Description,”** to facilitate the Proposed Project, the Applicant is seeking a special permit pursuant to the New York City Zoning Resolution (“ZR”) Section 74-52 (“Parking Garages or Public Parking Lots in High Density Central Areas”) to permit the increase in capacity of an existing attended public parking lot and a zoning authorization pursuant to ZR Section 37-952 (“Modification of design requirements by authorization”) to modify perimeter landscaping requirements as outlined in ZR Section 37-921 (“Perimeter landscaping”). As the Proposed Actions have the potential to change pedestrians’ experience of public space surrounding the Project Area, it is necessary to assess the Proposed Actions’ potential impacts on urban design and visual resources.

A pedestrian wind condition analysis is not warranted for the Proposed Actions pursuant to *CEQR Technical Manual* methodology. As stated in the *CEQR Technical Manual*, projects involving multiple, tall buildings at or in close proximity to waterfront sites may result in exacerbation of wind conditions due to “channelization” or “down-wash” effects that may affect pedestrian comfort and safety. The need for a wind analysis is based on a number of factors, including whether the location is exposed to high wind conditions, such as along west and northwest-facing waterfronts, as well as the size and orientation of the buildings that are proposed to be constructed. As the Project Area is not located along the waterfront, it is not exposed to high wind conditions. The Proposed Project would not introduce multiple new buildings. Therefore, a pedestrian wind condition analysis is not warranted for the Proposed Actions pursuant to *CEQR Technical Manual* methodology.

### Study Areas

The study area for the assessment of urban design and visual resources corresponds to the area where the Proposed Project may influence land use patterns, the built environment, and pedestrian’s experiences in the public realm surrounding the project area. The study area is generally consistent with the study area used for the land use analysis. For visual resources, the view corridors within the study area from which such resources are publicly viewable should be identified.

The urban design analysis considers both a primary study area, which is coterminous with the boundaries of the Project Area, and a secondary study area, which extends an approximate 400-foot radius from the boundary of the Project Area. The secondary study area extends to include all tax lots with at least 50 percent of their area within the 400-foot radius. The secondary study area is generally bound by Livingston Street to the north, the midblock portion of Schermerhorn Street between Hoyt and Bond streets to the east, Atlantic Avenue to the south, and Boerum Place to the west. Both the primary and secondary study areas have been established in accordance with *CEQR Technical Manual* guidance and are presented in **Figure C-1**.

### III. EXISTING CONDITIONS

#### Urban Design

##### *Primary Study Area (Project Area)*

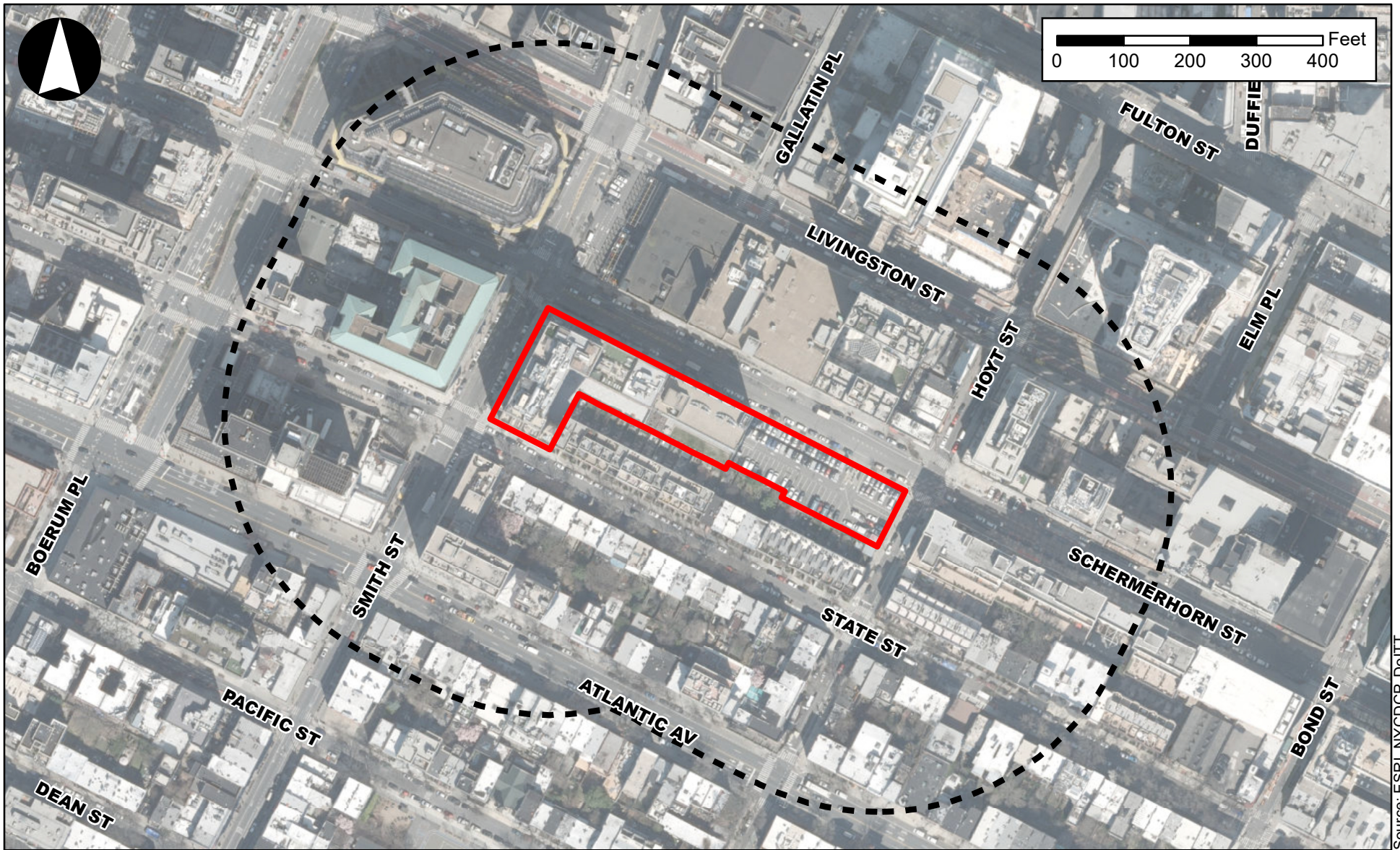
The primary study area is coterminous with the Project Area (Block 170, Lots 15, 20, and 7501); Lots 15, 20, and 7501 on Block 170 are part of a single zoning lot. The approximately 62,585 square-foot (sf) primary study area is bounded by State Street to the south (approximately 100 feet of frontage), Smith Street to the west (approximately 180 feet of frontage), Schermerhorn Street to the north (approximately 605 feet of frontage), and Hoyt Street to the east (approximately 90 feet of frontage), and adjacent residential properties to the south.

##### *BUILDINGS*

The primary study area is occupied by a parking lot and two buildings (refer to **Figures C-2** and **C-3** for photos of the primary study area). Lot 15 contains an 11-story building totaling approximately 98,607 sf of floor area; the building is occupied by Use Group 3 and 4 community facility uses. Lot 20 contains an existing Use Group 8 public parking lot with a current capacity of 114 spaces and no built floor area. The parking lot is enclosed by chain link fencing and is accessible via an existing 22-foot-wide curb cut along Schermerhorn Street. Lot 7501 contains a 19-story building totaling approximately 307,551 sf of floor area; the building is occupied by Use Group 5 hotel, Use Group 6 retail, and Use Group 2 residential uses. The existing buildings on Lots 15 and 7501 are of masonry construction. In addition, there is no remaining FAR available on the zoning lot that includes Lots 15, 20, and 7501 on Block 170.

##### *STREETS AND STREETSCAPE*

The area immediately surrounding the primary study area is characterized by a rectilinear street grid system, with east-west streets spaced approximately 170 feet apart and north-south streets spaced approximately 600 feet apart. As a result of their width and close proximity to larger arterial streets, including Atlantic Avenue, Boerum Place, and Flatbush Avenue, streets in the immediate vicinity of the primary study area carry local vehicular traffic. Adjacent to the primary study area, State Street is a one-way, eastbound street with a mapped width of 60 feet. In addition, the adjacent street contains parallel parking lanes on both sides of the street. State Street connects Hicks Street to the west and Flatbush Avenue to the east. Adjacent to the primary study area, Smith Street is a one-way, northbound street with a mapped width of 80 feet. In addition, the adjacent street contains parallel parking lanes on both sides of the street and a protected northbound bike lane on the east side of the street. Smith Street connects



**Legend**

- Primary Study Area (Project Area)
- Secondary Study Area (400-Foot Radius)



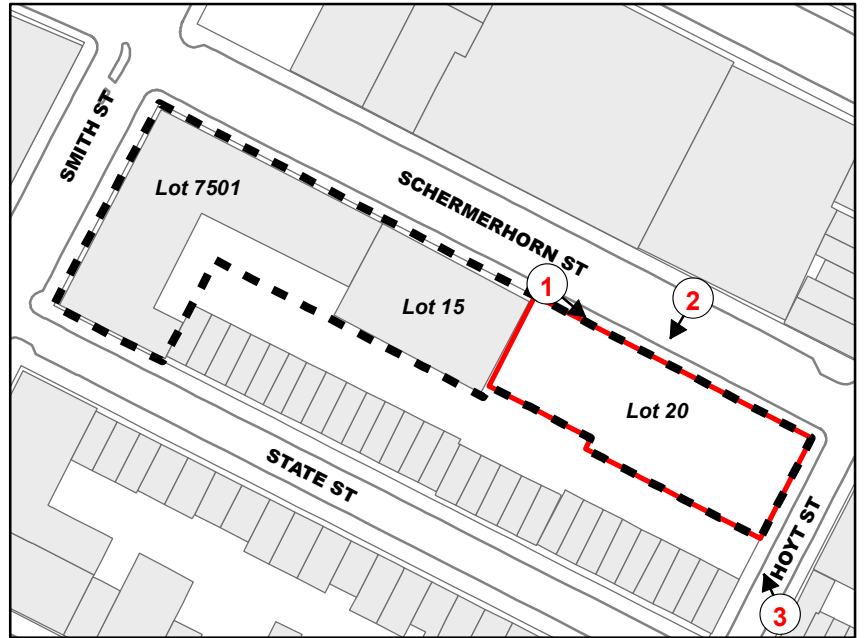
1. View looking southeast towards Development Site (Lot 20).



2. View looking southwest towards Development Site (Lot 20).



3. View looking northwest towards Development Site (Lot 20).



Source: New York City Department of City Planning (NYCDP), DoITT  
 Notes: The primary study area is outlined by a solid red line.



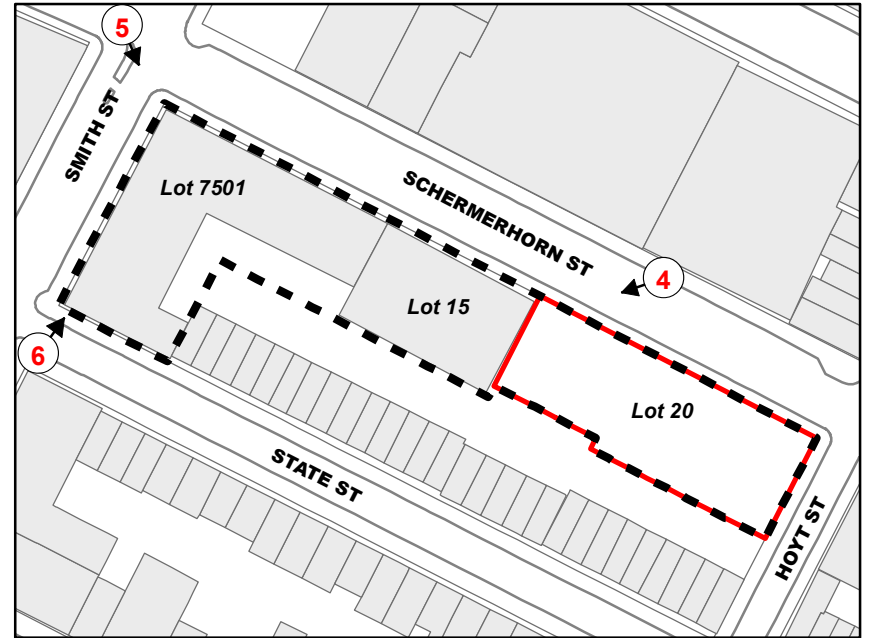
4. View looking southwest towards 160 Schermerhorn Street (Lot 15).



5. View looking southeast towards 140 Schermerhorn Street (Lot 7501).



6. View looking northeast towards 140 Schermerhorn Street (Lot 7501).



Source: New York City Department of City Planning (NYCDP), DoITT  
 Notes: The primary study area is outlined by a solid red line.



Hamilton Avenue to the south and Fulton Street to the north. Adjacent to the primary study area, Schermerhorn Street is a two-way, east- and westbound street with a mapped width of 80 feet. In addition, the adjacent street contains parallel parking lanes on both sides of the street and conventional bike lanes (one eastbound lane on the north side of the street and one westbound lane on the south side of the street). Schermerhorn Street connects Clinton Street to the west and Flatbush Avenue, Lafayette Avenue, and 3 Avenue to the east. Adjacent to the primary study area, Hoyt Street is a one-way, southbound street with a mapped width of 50 feet. In addition, the adjacent street contains a parallel parking lane on the west side of the street and a conventional southbound bike lane on the east side of the street. Hoyt Street connects Fulton Street to the north and 5<sup>th</sup> Street to the south.

The streets bordering the primary study area are flanked by concrete sidewalks. Along the north side of State Street, the clearpath sidewalk width ranges between 12 and 15 feet due to sidewalk obstructions (e.g., street tree pits, fire hydrants, trash receptacles, etc.). Along the east side of Smith Street, the clearpath sidewalk width ranges between 12 and 15 feet due to sidewalk obstructions. Along the south side of Schermerhorn Street, the clearpath sidewalk width ranges between 12 and 15 feet due to sidewalk obstructions. Along the west side of Hoyt Street, the clearpath sidewalk width ranges between nine and 12 feet due to sidewalk obstructions.

There are three curb cuts in the immediate vicinity of the primary study area, which are located along Schermerhorn Street. Two curb cuts (one measuring approximately 22-foot-wide and one measuring approximately 15-foot-wide) are located adjacent to Lot 7501 and facilitate access to and from 140 Schermerhorn Street's accessory parking and loading areas. One curb cut measuring approximately 22-foot-wide is located adjacent to Lot 20 and facilitates access to and from 180 Schermerhorn Street's public parking lot. There are no curb cuts located along the primary study area's State Street, Smith Street, and Hoyt Street frontages.

Other streetscape elements include six streetlights (one on State Street, one on Smith Street, two on Schermerhorn Street, and two on Hoyt Street), two corner traffic signals (one at the intersection of Smith Street and State Street and one at the intersection of Schermerhorn Street and Hoyt Street), five fire hydrants (one on State Street, one on Smith Street, and three on Schermerhorn Street), standard New York City Department of Transportation ("NYCDOT") parking and street signage, three trash receptacles (two on Smith Street and one on Schermerhorn Street), two ParkNYC Muni-Meters (one on Smith Street and one on Hoyt Street), three NYCDOT CityRacks (two on Schermerhorn Street and one on Hoyt Street), one cluster mailbox on Smith Street, and numerous planters. There are 15 street trees located adjacent to the primary study area (one along State Street, two along Smith Street, and 12 along Schermerhorn Street).

#### *NATURAL FEATURES AND OPEN SPACE*

The topography of the area surrounding the primary study area is generally flat and there are no natural features located in the primary study area. The parking lot (Lot 20) located on the primary study area is considered an open space.

## **Secondary Study Area (400-Foot Radius)**

### **BUILDINGS**

The predominant land uses within the secondary study area include an assortment of commercial/office buildings, residential buildings, mixed commercial/residential buildings, and public facility and institutional buildings (refer to **Figure 2** of the **EAS Short Form**). As shown in **Figures C-4** and **C-5**, buildings in the secondary study area are generally built to the lot lines, creating continuous street walls. Commercial/office buildings and mixed commercial/residential buildings are located along Livingston and Schermerhorn streets and Atlantic Avenue, all of which serve as commercial corridors in the secondary study area. Residential buildings, of which one- and two-family attached rowhouses are the predominant building type, are concentrated in the southern portion of the secondary study area, along Hoyt and State streets. Public facility and institutional buildings are concentrated in the western portion of the secondary study area, along the west side of Smith Street. As shown in **Figure C-6**, buildings within the southern portion of the secondary study area are typically one- to five-stories tall, with taller buildings (containing more than six-stories) located in the northern, eastern, and western portions of the secondary study area; in feet, building heights in the secondary study area range from a minimum of 14 feet (one-story) to a maximum of 272.4 feet (26-stories). As shown in **Figure C-7**, taller buildings are also generally the buildings with the highest built density in the secondary study area.

Overall, the secondary study area is characterized by a variety of building typologies that lack a consistent built character. The secondary study area features a mixture of high lot-coverage, mid- and high-rise residential, commercial/office, mixed-use commercial/residential, and public facility and institutional buildings which form continuous streetwalls, and low lot-coverage, one- and two-family attached rowhouses that contain front yards and stoops that set them back from the adjacent street, which serves to break up the streetwall.

### **STREETS AND STREETSCAPE**

As discussed above, the area immediately surrounding the primary study area is characterized by a rectilinear street grid system. In the secondary study area, Atlantic Avenue (two-way east- and westbound) and Livingston Street (two-way east- and westbound) are wide (greater than 75 feet in width) arterial streets with parallel parking lanes on both sides of the streets. **Figures C-8** and **C-9** show local streets and streetscapes in the secondary study area. As shown in the figures, all of the streets in the secondary study area are flanked by concrete sidewalks with varied widths. Streetscape elements include street trees, street lights, traffic signals, standard NYCDOT parking and street signage, NYCDOT CityRacks, ParkNYC Muni-Meters, utility poles and lines, fire hydrants, United States Postal Service (“USPS”) collection boxes, New York City Department of Sanitation (“DSNY”) litter receptacles, and planters. A Citi bike station is located near the southeastern corner of the intersection of State and Smith streets.

### **NATURAL FEATURES AND OPEN SPACE**

The topography of the secondary study area is generally flat. There are no natural features in the secondary study area. Open spaces in the secondary study area include a surface parking lot enclosed with fencing (see photo no. 14 in **Figure C-8**), as well as numerous private front and rear yards.



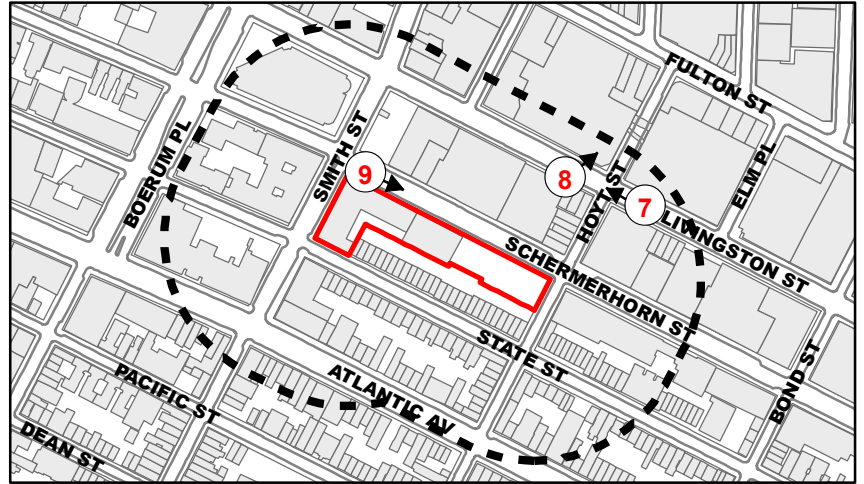
7. View looking northwest at building streetwalls along Livingston Street.



8. View looking northeast towards from the intersection of Livingston and Hoyt streets.



9. View looking southeast at building streetwalls along Schermerhorn Street.



Source: New York City Department of City Planning (NYCDP), DoITT

Notes:

1. The primary study area is outlined by a solid red line.
2. The secondary study area is outlined by a dashed black line.



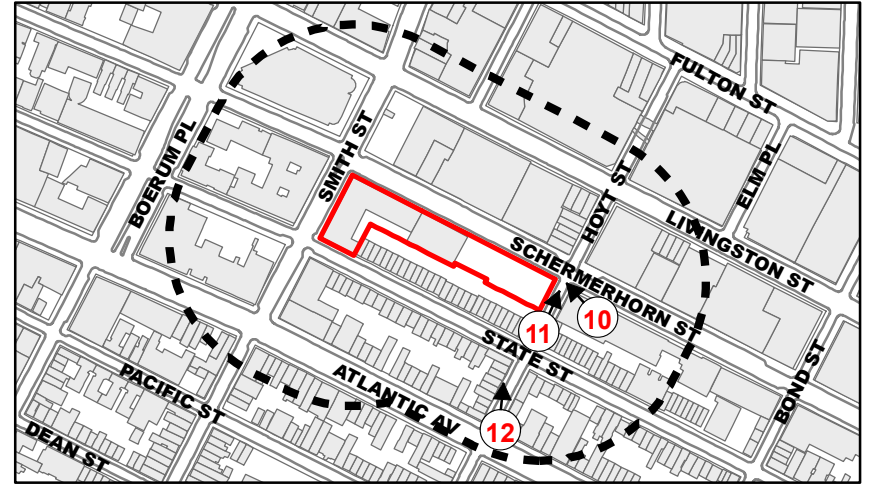
10. View looking northwest at building streetwalls near the intersection of Schermerhorn and Hoyt streets.



11. View looking northeast towards from the intersection of Schermerhorn and Hoyt streets.



12. View looking north at building streetwalls along Hoyt Street between State Street and Atlantic Avenue.



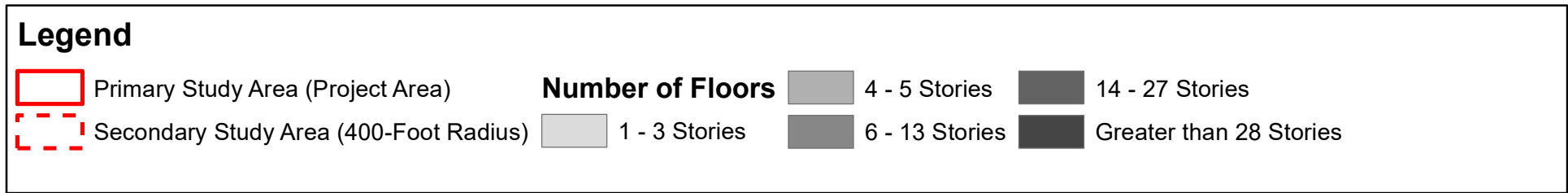
Source: New York City Department of City Planning (NYCDPC), DoITT

Notes:

1. The primary study area is outlined by a solid red line.
2. The secondary study area is outlined by a dashed black line.

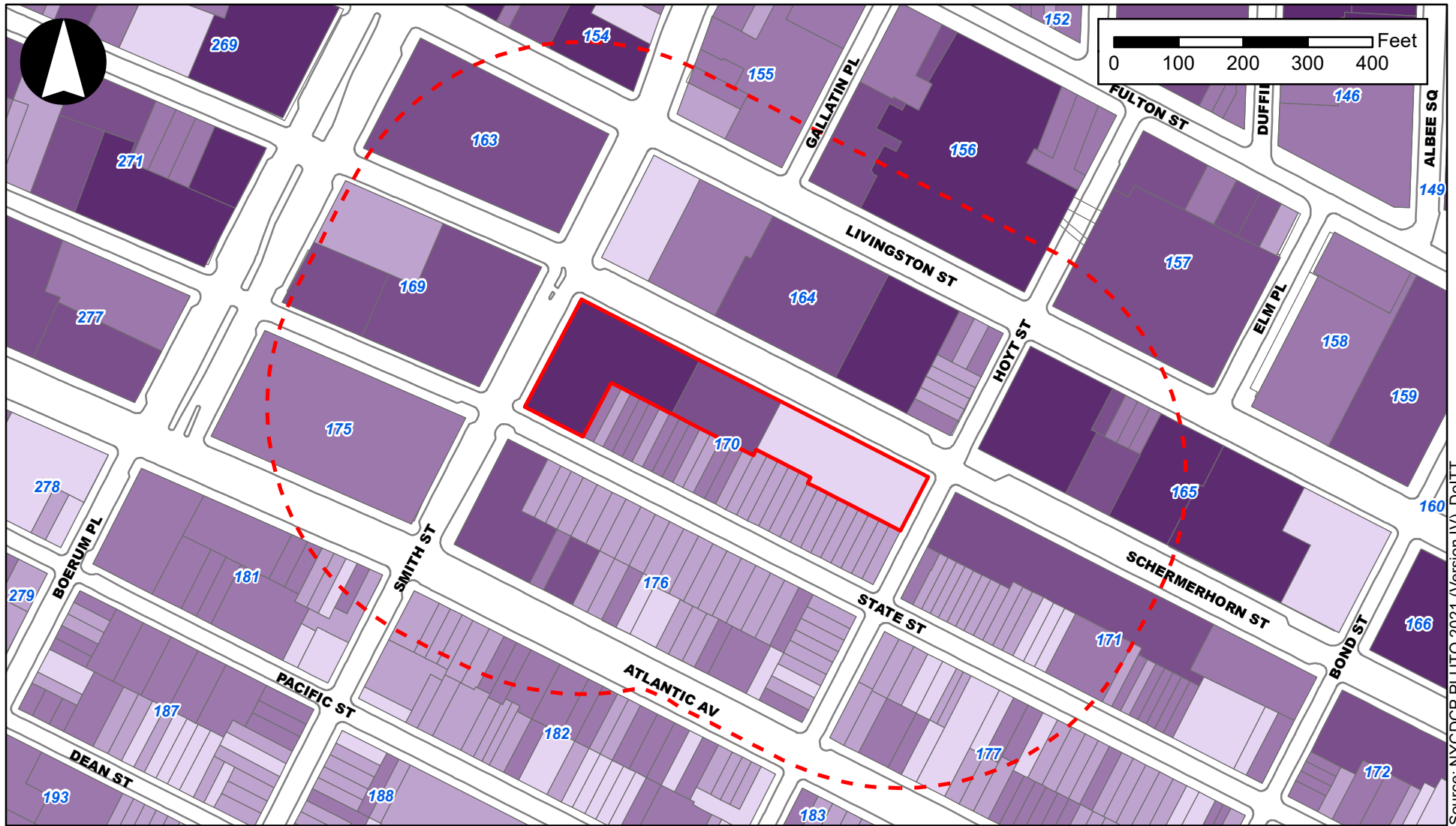


Source: NYCDOP PLUTO 2021 (Version IV), DoITT.

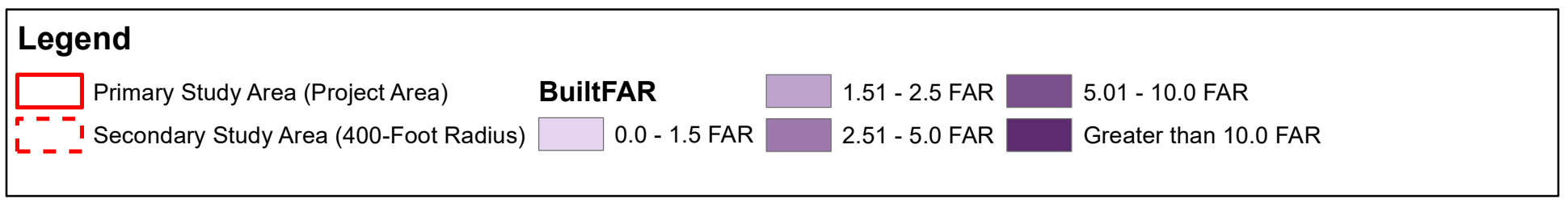


180 Schermerhorn Street Parking Lot EAS

Figure C-6  
Existing Building Heights



Source: NYCDCP PLUTO 2021 (Version IV), DoITT.



180 Schermerhorn Street Parking Lot EAS

Figure C-7  
Existing Building Density



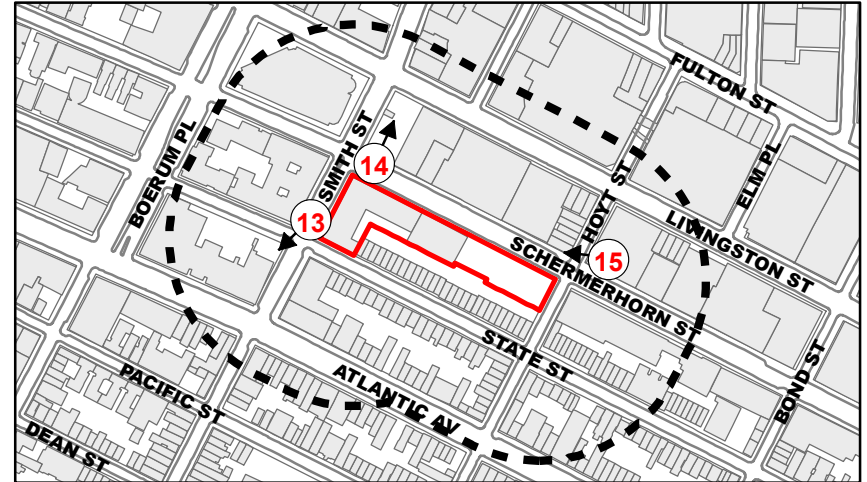
13. View looking southwest at the intersection of Schermerhorn and Smith streets.



14. View looking northeast at public parking lot located adjacent to the intersection of Schermerhorn and Smith streets.



15. View looking northwest at the intersection of Schermerhorn and Hoyt streets.



Source: New York City Department of City Planning (NYCDP), DoITT

Notes:

1. The primary study area is outlined by a solid red line.
2. The secondary study area is outlined by a dashed black line.



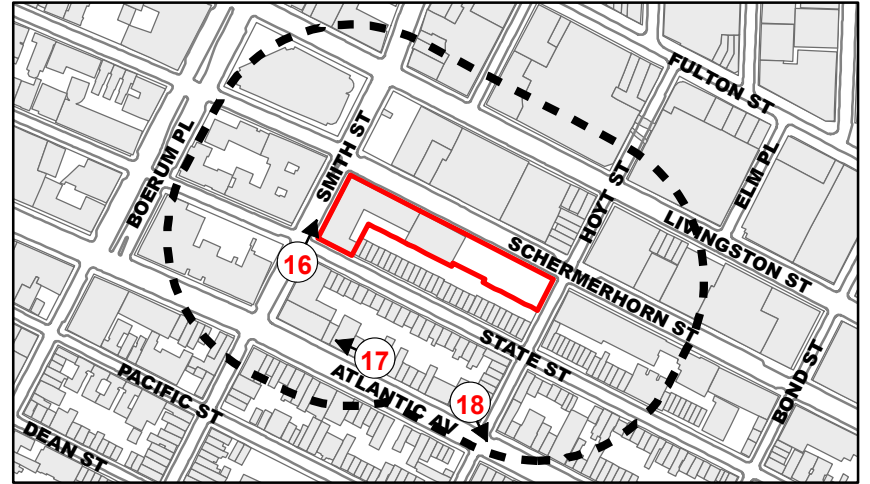
16. View looking northeast from the intersection of State and Smith streets.



17. View looking northwest along Atlantic Avenue.



18. View looking southeast towards the intersection of Atlantic Avenue and Hoyt Street.



Source: New York City Department of City Planning (NYCDP), DoIT

Notes:

1. The primary study area is outlined by a solid red line.
2. The secondary study area is outlined by a dashed black line.



## Visual Resources

### *Primary Study Area (Project Area)*

There are no visual resources located within the primary study area. However, as described in **Attachment B, “Supplemental Screening,”** and listed in **Appendix 1**, the area surrounding the primary study area contains 26 historic resources. Partial views of portions of the State/National Registers of Historic Places (S/NR)-eligible Atlantic Avenue Historic District and portions of the New York City Landmarks (NYCL)-designated Boerum Hill Historic District Extension (when looking southward) are visible from a vantage located adjacent to the primary study area’s eastern (Hoyt Street) frontage. Views (when looking eastward) of six attached rowhouses (290 – 300 State Street), all of which are designated NYCLs and listed on the S/NR, are visible from a vantage located adjacent to the primary study area’s southern (State Street) frontage. Finally, the S/NR-eligible 120 Schermerhorn Street (Brooklyn Central Courthouse) is visible from a vantage located adjacent to the primary study area’s western (Smith Street) frontage.

### *Secondary Study Area (400-Foot Radius)*

There are numerous visual resources located within the secondary study area (a complete list of these resources is provided in **Appendix 1**). On State Street, to the south of the primary study area, there are 22 attached rowhouses (including the six rowhouses visible from the southernmost portion of the primary study area), all of which are designated NYCLs and listed on the S/NR (refer to **Figure C-10** for photographs of visual resources in the secondary study area). As previously stated, portions of the S/NR-eligible Atlantic Avenue Historic District and portions of the Boerum Hill Historic District Extension, a designated NYCL, are located within the secondary study area. In addition, the S/NR-eligible 120 Schermerhorn Street (Brooklyn Central Courthouse) and the S/NR-listed and NYCL-designated 110 Schermerhorn Street (Friends Meeting House and School) are located within the secondary study area. These visual resources are visible from within the southern and western portions of the secondary study area, to the south and to the west of the primary study area.

## IV. FUTURE WITHOUT THE PROPOSED ACTIONS (NO-ACTION SCENARIO)

### Urban Design

#### *Primary Study Area (Project Area)*

As detailed in **Attachment A, “Project Description,”** in the future without the Proposed Actions, the Applicant would not proceed with the Proposed Project. In the No-Action scenario, Lot 20 within the primary study area would be occupied by a public parking lot with a capacity of up to 150 spaces. Access to and from the public parking lot would be maintained via the existing 22-foot-wide curb cut located along Schermerhorn Street. In the No-Action scenario, Lot 15 would continue to be occupied by an 11-story building and Lot 7501 would continue to be occupied by a 19-story building, as under the existing conditions.



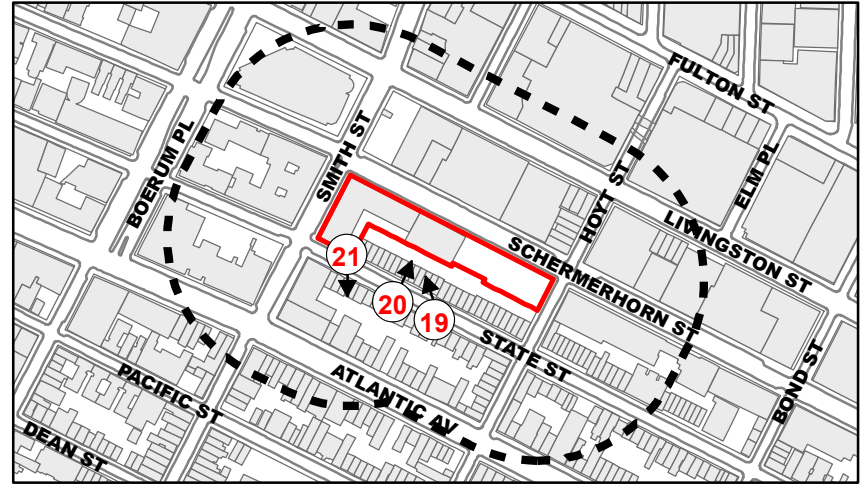
19. View looking northwest towards the NYCL and S/NR-listed brownstones located along State Street.



20. View looking north towards the NYCL and S/NR-listed brownstones located along State Street.



21. View looking south towards the NYCL and S/NR-listed brownstones located along State Street.



Source: New York City Department of City Planning (NYCDCP), DoITT

Notes:

1. The primary study area is outlined by a solid red line.
2. The secondary study area is outlined by a dashed black line.

***Secondary Study Area (400-Foot Radius)***

*BUILDINGS*

In the future without the Proposed Actions, there are no development projects anticipated to be completed in the secondary study area.

*STREETS AND STREETSCAPE*

In the future without the Proposed Actions, no changes to streets and streetscape are anticipated within the secondary study area. There are no known streetscape improvement plans in the secondary study area.

*NATURAL FEATURES AND OPEN SPACE*

The secondary study area does not contain any natural features. In the future without the Proposed Actions, existing secondary study area open spaces, including parking lots and private front and rear yards, are anticipated to remain unchanged from existing conditions.

**Visual Resources**

***Primary Study Area (Project Area)***

There are no visual resources within the primary study area itself, and no new visual resources are anticipated to be introduced within the primary study area in the absence of the Proposed Actions.

***Secondary Study Area (400-Foot Radius)***

The No-Action scenario anticipated to occur on Lot 20 absent approval of the Proposed Actions would not obstruct southern views of portions of the S/NR-eligible Atlantic Avenue Historic District and portions of the NYCL-designated Boerum Hill Historic District Extension. Therefore, no changes to visual resources are anticipated within the secondary study in the absence of the Proposed Actions.

**V. FUTURE WITH THE PROPOSED ACTIONS (WITH-ACTION SCENARIO)**

This section describes the effects of the Proposed Actions on the urban design and visual resource conditions in both the primary and secondary study areas and evaluates the potential for the Proposed Project to result in significant adverse impacts. As described in **Attachment A, "Project Description,"** the Proposed Actions would facilitate the development of an attended public parking lot with 245 parking spaces (including 50 four-car parking lifts (approximately 29-foot-high), providing 200 spaces), 21 bicycle parking spaces, and 12 reservoir spaces on Lot 20 within the primary study area; the Proposed Project would not include built floor area.

## Urban Design

### Primary Study Area (Project Area)

#### *BUILDINGS*

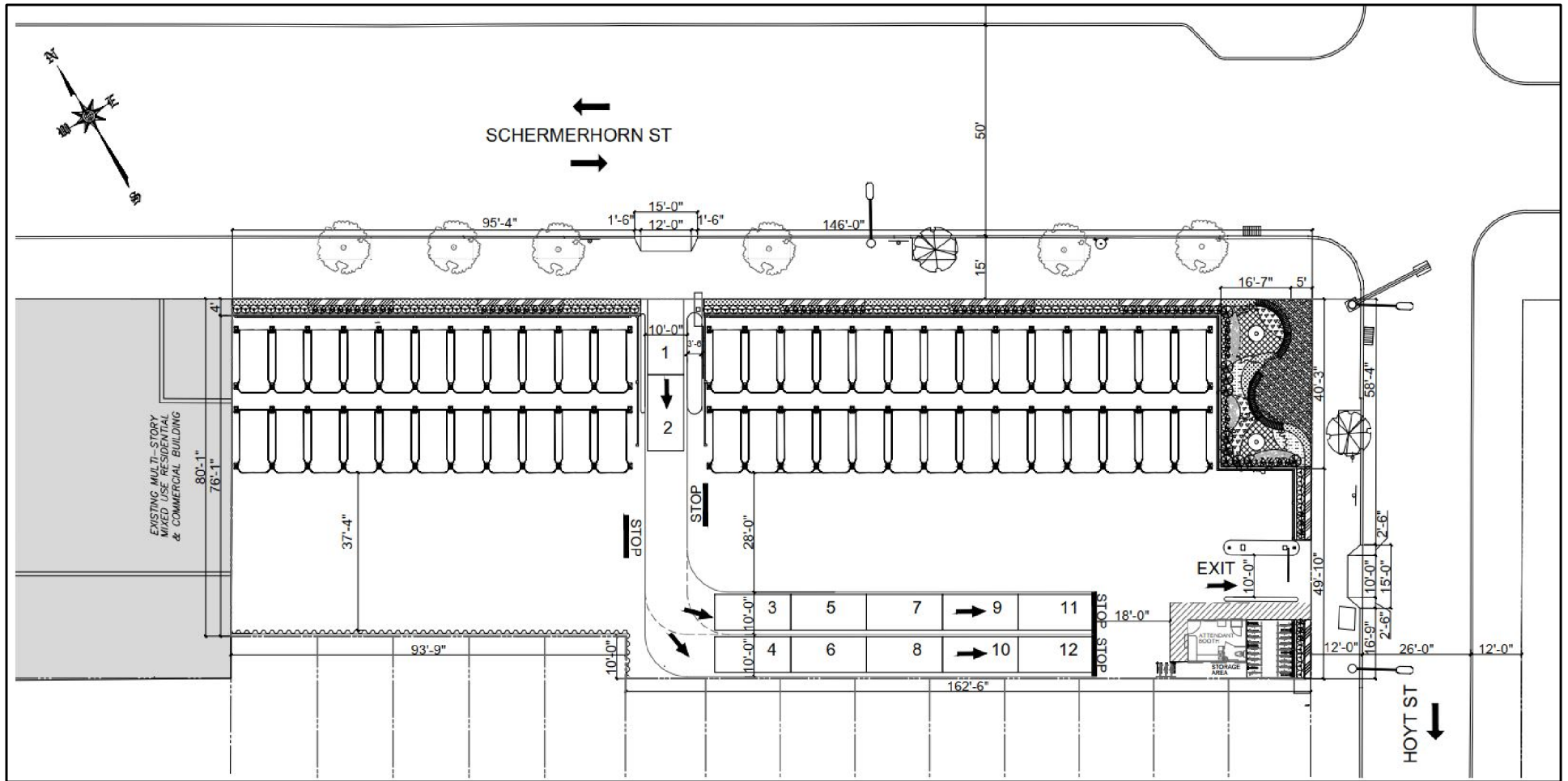
In the future with the Proposed Actions, the Proposed Actions would facilitate the development of the Proposed Project, an attended public parking lot with 245 parking spaces, on Lot 20 within the primary study area. The Proposed Project would not introduce a new building and would not include built floor area. The other two properties located within the primary study area (Lots 15 and 7501) would not be affected by the Proposed Actions, as the Proposed Actions would apply to Lot 20 only and there is no remaining FAR available on the zoning lot that includes Lots 15, 20, and 7501 on Block 170. Therefore, under the With-Action scenario, Lot 15 would continue to be occupied by an 11-story building and Lot 7501 would continue to be occupied by a 19-story building, as under the No-Action scenario.

#### *STREETS AND STREETSCAPE*

The Proposed Actions would alter the streetscape surrounding Lot 20 within the primary study area by introducing new landscaping and improving the public sidewalks adjoining Lot 20. The Proposed Actions and Proposed Project would not change the configuration of the existing block. On Lot 20, the Proposed Project would provide landscaping to a depth of four feet (three feet less than the seven feet required pursuant to ZR Section 37-921) along the perimeter of the parking lot, and an approximately 858 sf corner area containing landscaping and benches would be provided at the southwestern corner of the intersection of Hoyt and Schermerhorn streets, in the northeastern corner of the primary study area. A six-foot-high steel picket fence would enclose the parking lot, separating the adjacent public sidewalks and the perimeter landscaping from the parking lot. Along Lot 20's entire Schermerhorn Street frontage, 25 four-car parking lifts (approximately 29-foot-high) would be aligned with the parking lot's fencing and perimeter landscaping. The sidewalks adjoining Lot 20 would be improved in conjunction with the Proposed Project. The existing 22-foot-wide curb cut along Lot 20's Schermerhorn Street frontage would be eliminated. The Proposed Project would introduce one new 12-foot-wide (excluding splays) curb cut on Lot 20's Schermerhorn Street frontage and one new 10-foot-wide (excluding splays) curb cut on Lot 20's Hoyt Street frontage (refer to **Figure C-11** for an illustrative site plan). It is anticipated that two new street trees (one on Schermerhorn Street and one on Hoyt Street) would be provided on the sidewalks adjoining Lot 20, in accordance with zoning requirements.

#### *NATURAL FEATURES AND OPEN SPACE*

The Proposed Project would result in the creation of new publicly accessible open space within the primary study area. As shown in **Figure C-11**, an approximately 858 sf corner area containing landscaping and benches would be constructed at the southwestern corner of the intersection of Hoyt and Schermerhorn streets, in the northeastern corner of the primary study area. The primary study area does not contain natural features. The parking lot located on Lot 20, considered an open space pursuant to *CEQR Technical Manual* guidance, would remain in the future with the Proposed Actions.



Source: Philip Habib & Associates.  
 Note: For Illustrative Purposes Only. Plan is Not to Scale.

***Secondary Study Area (400-Foot Radius)***

***BUILDINGS***

In the future with the Proposed Actions, there are no development projects anticipated to be completed in the secondary study area.

***STREETS AND STREETSCAPE***

The Proposed Actions would not alter any street patterns, street hierarchies, streetscape arrangements, or block forms in the secondary study area.

***NATURAL FEATURES AND OPEN SPACE***

The secondary study area does not contain any natural features. The Proposed Actions would not result in changes to the secondary study area's existing open spaces.

**Visual Resources**

***Primary Study Area (Project Area)***

In the future with the Proposed Actions, construction of the Proposed Project would not obstruct any view corridors or alter any visual resources in the primary study area. Although the new development would occur on an existing block that contains five visual resources (291, 293, 295, 297, and 299 State Street, all of which are designated NYCLs and listed on the S/NR), these historic resources would not be affected by the Proposed Actions, as the Proposed Project would not alter the visual setting of these historic rowhouses, which feature public frontage on State Street. No new visual resources would be introduced within the primary study area as a result of the Proposed Actions. Therefore, the Proposed Actions would not result in any significant adverse impacts on visual resources.

***Secondary Study Area (400-Foot Radius)***

The Proposed Actions are site-specific, and would not alter building uses, bulks, or arrangements in the surrounding area, or result in any changes to streets, blocks, topography, open spaces, or natural features in the secondary study area under the With-Action scenario. The Proposed Project on Lot 20 would not obstruct southern views of portions of the S/NR-eligible Atlantic Avenue Historic District and portions of the NYCL-designated Boerum Hill Historic District Extension. Therefore, no changes to visual resources are anticipated in the secondary study area as a result of the Proposed Actions.

**Assessment**

The Proposed Actions would not result in significant adverse impacts to urban design or visual resources in the primary study area or the surrounding secondary study area. Although the Proposed Project would change the pedestrian experience in the vicinity of the Development Site (Lot 20) as compared to the No-Action scenario, this change would not be adverse. The Proposed Project in the primary study area would be constructed on an existing block and would not entail any changes to topography, street patterns, street hierarchy, block shapes, or natural features in the primary or secondary study areas. Additionally, the Proposed Actions would not create land uses nor structures that would be substantially incompatible with the existing and emerging character of the surrounding secondary study area; the primary study area is currently occupied by an existing public parking lot, which would remain in the future with the Proposed Actions.

The secondary study area would undergo a noticeable transformation in relation to the visual context of the primary study area. Within the primary study area, the existing parking lot on Lot 20 contains two-car parking lifts (approximately 14.5-foot-high) located along a portion of Lot 20's Schermerhorn Street frontage. The Proposed Project would introduce four-car parking lifts (approximately 29-foot-high) to Lot 20, which would be located along the entire length of Lot 20's Schermerhorn Street frontage. Therefore, the Proposed Project would represent a visible change to the perspective of a pedestrian adjacent to Lot 20 within the primary study area. However, the Proposed Project's design components, which include a six-foot-high steel picket fence, two new street trees (one on Lot 20's Schermerhorn Street frontage and one on Lot 20's Hoyt Street frontage), landscaping around the entire perimeter of the parking lot, elimination of the existing 22-foot-wide curb cut on Schermerhorn Street adjacent to Lot 20, and an approximately 858 sf corner area containing landscaping and benches located at the southwestern corner of the intersection of Hoyt and Schermerhorn streets, would improve the public realm adjacent to the primary study area. Therefore, although the Proposed Project would introduce taller parking lifts than currently exist within the primary study area, the overall transformation would, in the Applicant's opinion, be an improvement over the No-Action scenario, and enhance the pedestrian experience of the primary study area through the improvement of streetscape and sidewalk conditions. The Proposed Project's four-car parking lifts would also not obstruct any views of visual resources, including southern views of portions of the S/NR-eligible Atlantic Avenue Historic District and portions of the NYCL-designated Boerum Hill Historic District Extension, nor would the Proposed Project's four-car parking lifts adversely impact any view corridors in the secondary study area. In the secondary study area, the pedestrian is also exposed to another surface parking lot with four-car parking lifts of similar height to the Proposed Project; the surface parking lot is located at 160 Livingston Street, approximately 280 feet west of Lot 20. While the addition of the Proposed Project to the primary study area would be a significant change from the perspective of a pedestrian, the change would not represent a significant adverse impact. The Proposed Project would result in the improvement of streetscape and sidewalk conditions adjacent to the primary study area. Therefore, the Proposed Actions would not result in significant adverse impacts to urban design or visual resources in the primary study area or the surrounding secondary study area.

**ATTACHMENT D**

**AIR QUALITY**



## **I. INTRODUCTION**

This attachment assesses the Proposed Actions' potential effects on ambient air quality. Air quality impacts can be either direct or indirect. Direct impacts result from emissions generated by stationary sources at a site, such as emissions from on-site fuel combustion for heat and hot water systems, or emissions from parking system operations. Indirect impacts are caused by off-site emissions associated with a proposed project, such as emissions from nearby existing stationary sources (impacts on the proposed project) or by emissions from on-road vehicle trips generated by a proposed project or other changes to future traffic conditions due to a proposed project. As described in **Attachment A, "Project Description,"** the Proposed Actions would facilitate the development of the Proposed Project, an attended public parking lot with 245 parking spaces (including 50 four-car parking lifts (approximately 29-foot-high), providing 200 spaces), 21 bicycle parking spaces, and 12 reservoir spaces in the Boerum Hill neighborhood of Brooklyn Community District 2; the Proposed Project would not include built floor area.

As detailed in **Attachment B, "Supplemental Screening,"** the Proposed Actions would not exceed the screening thresholds for a mobile source analysis (PM<sub>2.5</sub> and CO). However, the Proposed Project would result in the development of an at-grade surface parking lot containing 245 parking spaces. Therefore, in accordance with 2021 *City Environmental Quality Review (CEQR) Technical Manual* methodology, a microscale air quality analysis is required and is presented herein.

## **II. MOBILE SOURCE SCREENING**

As stated in the *CEQR Technical Manual*, a project—whether site-specific or generic—may result in significant mobile source air quality impacts when it increases or causes a redistribution of traffic, creates any other mobile sources of pollutants, or adds new users near mobile sources. According to the *CEQR Technical Manual* screening threshold criteria for the study area, if 170 or more project-generated vehicles pass through an intersection in any given peak (period for CO impact), or if a project would result in greater than 12 to 23 heavy-duty diesel vehicle (HDDV) trips or its equivalent vehicle emissions based on the type of road (for PM<sub>2.5</sub> impact), there is the potential for mobile source air quality impacts and a detailed analysis is required.

As discussed in **Attachment B, "Supplemental Screening,"** the Proposed Actions are not anticipated to result in a substantial number of diesel vehicle trips. The entrance to the Proposed Project would be located on Schermerhorn Street and the exit from the Proposed Project would be located on Hoyt Street, a PM<sub>2.5</sub> screening was conducted for these two street segments pursuant to *CEQR Technical Manual* guidance. Schermerhorn Street is classified as a minor arterial (Functional Class ("FC") – 16 "Minor Arterial") by the New York State Department of Transportation ("NYSDOT") and Hoyt Street is classified as a major collector (Functional Class ("FC") – 17 "Major Collector") by NYSDOT. The data provided in **Appendix 3** indicate that a maximum increment of 17 vehicles would enter the Proposed Project via Schermerhorn Street (10:00 – 11:00 AM) and a maximum increment of 15 vehicles would exit the Proposed Project via Hoyt Street (4:00 – 5:00 PM). Based on the New York City Department of Environmental Protection's ("NYCDEP's") Equivalent Truck Calculation Matrix, the Proposed Project would

not exceed the *CEQR Technical Manual* screening criteria for PM<sub>2.5</sub> analysis (the screen value being 22 trucks for Schermerhorn Street and the truck equivalent of 17 vehicles being one truck; the screen value being 19 trucks for Hoyt Street and the truck equivalent of 15 vehicles being three trucks). Therefore, a detailed mobile source air quality analysis for PM<sub>2.5</sub> emissions is not warranted.

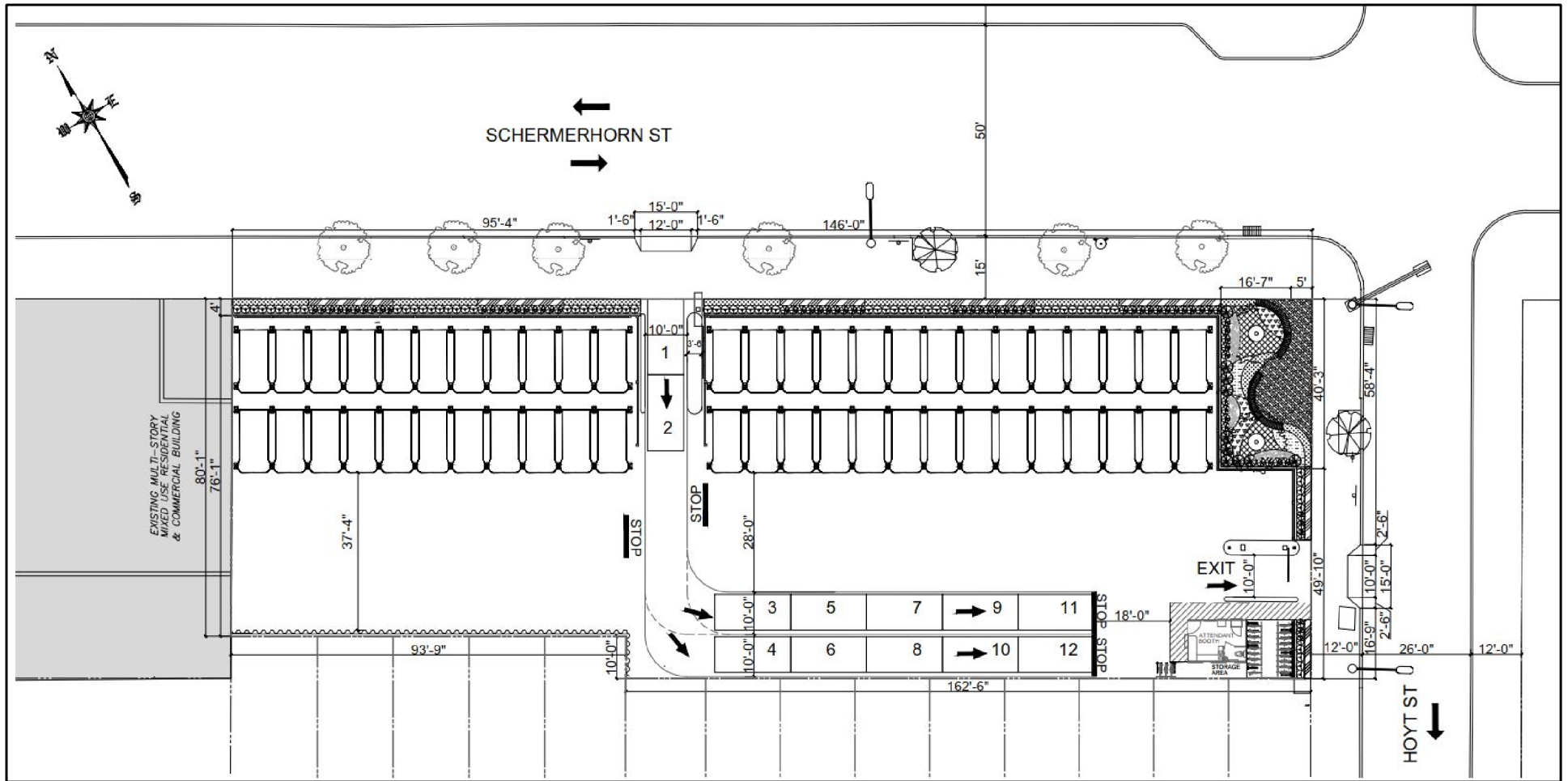
In addition, the Proposed Project would introduce a maximum of 15 incremental vehicle trips through the intersection of Hoyt Street and State Street, well below the CO screening threshold of 170 vehicle trips. Therefore, the Proposed Actions would not exceed the *CEQR Technical Manual* screening thresholds and a detailed mobile source air quality analysis is not warranted.

### III. PARKING LOT AIR QUALITY ANALYSES

The Proposed Project would comprise an at-grade surface parking lot containing 245 parking spaces exposed to ambient air. As shown in **Figure D-1**, the entrance to the Proposed Project would be located on Schermerhorn Street and the exit from the Proposed Project would be located on Hoyt Street. Emissions from the vehicles using the parking lot could potentially affect pollutant levels at nearby sensitive land uses. Detailed analyses were conducted to determine whether parking lot-generated emissions would have the potential to result in significant air quality impacts.

#### Traffic Data

**Table D-1**, located on the subsequent page, provides traffic data for weekday parking accumulation, which is reflective of vehicular trips in and out of the Proposed Project in the With-Action scenario.



Source: Philip Habib & Associates.  
 Note: For Illustrative Purposes Only. Plan is Not to Scale.

**TABLE D-1**  
**Weekday Parking Accumulation**

Time	In	Out	Total Accumulation
12-1 AM	5	6	143
1-2	4	3	144
2-3	2	1	145
3-4	1	1	145
4-5	0	0	145
5-6	0	0	145
6-7	4	0	149
7-8	23	1	171
8-9	26	6	191
9-10	24	12	203
10-11	44	16	231
11-12	31	17	245
12-1 PM	22	24	243
1-2	11	23	231
2-3	14	21	224
3-4	13	23	214
4-5	14	38	190
5-6	16	30	176
6-7	12	19	169
7-8	5	18	156
8-9	5	13	148
9-10	3	5	146
10-11	5	6	145
11-12	3	4	144
24-hour Total	287	287	245
24-hour Average	<b>12</b>	<b>12</b>	
1-hour Average	<b>44</b>	<b>38</b>	
8-hour Average	<b>24</b>	<b>15</b>	

As shown in **Table D-1**, the 24-hour average number of vehicles projected to enter and exit the parking lot (12 in and 12 out) was used in the PM<sub>2.5</sub> analysis. The 1-hour highest average number of peak vehicles projected to enter and exit the parking lot (44 in and 38 out) was used in the 1-hour CO analysis. The 8-hour highest average number of vehicles projected to enter and exit the parking lot (24 in and 15 out) was used in the 8-hour CO analysis.

Along with vehicular trips associated with the use of the Proposed Project, emissions from background traffic adjacent to the Development Site were accounted for in the analyses. Traffic data from 2019 were sourced from the New York City Department of Transportation's ("NYCDOT's") Traffic Information Management System ("TIMS") database for Schermerhorn and Hoyt Streets. As shown in **Table D-2**, peak

hour traffic volumes were highest on Schermerhorn Street between Smith and Hoyt Streets during the PM peak hour (568 vehicles between 5:15 and 6:15 PM).

**TABLE D-2**  
**Peak Hour Volumes on Schermerhorn Street and Hoyt Street (1-Hour)**

Peak Hour	Schermerhorn Street between Smith and Hoyt Streets (Eastbound)	Hoyt Street between Schermerhorn and State Streets (Southbound)
AM (8:30-9:30 AM)	442	134
Midday (MD) (12:45-1:45 PM)	478	75
PM (5:15-6:15 PM)	568	53
Saturday (SAT) (2:00-3:00 PM)	491	100

In the No-Action scenario, the Development Site would continue to be occupied by a public parking lot with a capacity of up to 150 spaces; it is anticipated that all vehicles would continue to enter and exit the parking lot via a curb cut on Schermerhorn Street, as at present. Therefore, traffic volume projections for the No-Action scenario are sourced from the existing traffic volumes on Schermerhorn Street. The incremental traffic volumes between the No-Action and With-Action scenarios were used in the analyses to calculate the on-site vehicular emission contributions to the cumulative pollutant concentrations at the far sidewalk receptor.

### Methodology

The pollutants of concern for parking facilities are carbon monoxide (CO) and particulate matter smaller than 2.5 microns (PM<sub>2.5</sub>). These analyses were conducted following guidance provided in the 2021 *CEQR Technical Manual Air Quality Appendix* for parking facilities.

To estimate air quality impacts from parking lots, the *CEQR Technical Manual Air Quality Appendix* recommends using a computational procedure contained in the U.S. Environmental Protection Agency's (EPA's) Workbook of Atmospheric Dispersion Estimates. The procedure requires the following input data: parking lot dimensions, total parking area, receptor(s) distances from the parking lot, number of vehicles entering and exiting the parking lot, and emission factors for moving and idling vehicles. Based on these data, the necessary dispersion parameters and resulting concentrations are estimated. Including on-site vehicular emission contributions on the adjoining streets ensures that the maximum cumulative effects from on-street traffic and parking lot emissions are addressed.

The procedure states that on-street CO mobile source emission contributions could be conservatively estimated by multiplying on-street CO emission source strength in g/m-sec by a factor of 307.7, which yields the maximum predicted impact that correlates with the results of refined mathematical modeling.

It was therefore assumed that the same type of calculations would apply to the PM<sub>2.5</sub> on-street emission estimates. In the event that this approach would cause exceedances of the PM<sub>2.5</sub> stringent CEQR *de minimis* criteria, on-site vehicular emission contributions would need to be predicted through refined dispersion modeling using EPA's AERMOD dispersion model.

## CEQR *De Minimis* Criteria

### *PM*<sub>2.5</sub>

For all proposed projects subject to CEQR, the 24-hour *PM*<sub>2.5</sub> CEQR Technical Manual significant impact criteria must be developed and used for the determination of significant adverse *PM*<sub>2.5</sub> impacts. The 24-hour criterion is estimated as half the difference between NAAQS of 35  $\mu\text{g}/\text{m}^3$  and the applicable *PM*<sub>2.5</sub> background concentration, which should be an average of the 98<sup>th</sup> percentile of 24-hour concentrations. The 24-hour *PM*<sub>2.5</sub> background concentration of 17.8  $\mu\text{g}/\text{m}^3$  was obtained from the Brooklyn JHS-126 monitoring station for the three-year period between 2017 and 2019 (2017 = 17.2  $\mu\text{g}/\text{m}^3$ , 2018 = 17.9  $\mu\text{g}/\text{m}^3$ , and 2019 = 18.4  $\mu\text{g}/\text{m}^3$ ). Half the difference between the 24-hour *PM*<sub>2.5</sub> NAAQS of 35  $\mu\text{g}/\text{m}^3$  and the background value of 17.8  $\mu\text{g}/\text{m}^3$  is 8.6  $\mu\text{g}/\text{m}^3$ . The annual CEQR Technical Manual significant incremental impact criterion is 0.3  $\mu\text{g}/\text{m}^3$ . Therefore, both 24-hour and annual incremental values were used as the *de minimis* criteria to determine whether the *PM*<sub>2.5</sub> parking lot emissions, together with on-site mobile source emissions, would cause exceedances.

### CO

To determine compliance with CO *de minimis* criteria and 1-hour/8-hour CO NAAQS, the maximum CO concentrations were estimated for 1-hour and 8-hour averaging periods. CO *de minimis* criterion was used to determine the significance of the incremental increase in CO concentrations that would result from the Proposed Project. It was estimated as an increase of more than half the difference between the baseline condition (i.e., the No-Action scenario) concentrations and the 8-hour standard when No-Action scenario concentrations are below 8 ppm.

## Emission Factors

The EPA MOVES2014 emission factor algorithm was used to estimate CO and *PM*<sub>2.5</sub> emission factors for entering, exiting, and idling vehicles within the parking lot, and vehicles travelling on nearby streets. Vehicles exiting the parking lot were assumed to idle for one minute before departing, and the speed within the parking lot was assumed to be five miles per hour (mph). Speeds on the nearby streets were assumed to be 25 mph.

Emission factors estimated by the MOVES model for moving and idling vehicles were used to estimate CO and *PM*<sub>2.5</sub> emission rates and model combined parking lot-generated and on-street traffic-generated emissions with the AERMOD dispersion model.

Modeling inputs for inspection/maintenance, fuel supply and formulation, age distribution, meteorology, etc., were applied for the borough of Brooklyn. Running exhaust and crankcase running exhaust for *PM*<sub>2.5</sub>, including brake and tire wear emissions, were all included in the emission factors estimates. Fugitive dust (i.e., from the re-entrainment of particles off the ground) emission factors for *PM*<sub>2.5</sub> were added to the emission factors calculated by MOVES.

Fugitive dust was estimated using equations from Section 13.2.1-3 of EPA's AP-42 for roadways with more than 5,000 vehicles a day, which is applicable to Schermerhorn Street (NYSDOT FC – 16 "Minor Arterial"). The formulas are based on an average fleet weight, which varies according to the vehicular mix for a given roadway, and a silt loading factor. A default fleet weight of 6,000 pounds and a silt loading factor of 0.16  $\text{g}/\text{m}^2$  was used for Schermerhorn Street.

Because the parking lot is assumed to be fully operational in 2024, the 2024 year was used to generate pollutant emission factors with MOVES model. The MOVES model was run for the evening (PM) peak period of the 2024 year.

Post-processing was conducted using the MOVES MySQL Workbench data management software application to extract CO and PM<sub>2.5</sub> emission factors from MOVES output for each link included in the analyses. These emission factors, together with hourly traffic volumes on each link, were used to model nearby roadway links in the AERMOD dispersion analyses.

## Results

The maximum predicted CO and PM<sub>2.5</sub> concentrations from the parking lot were estimated at the following locations: a near side sidewalk receptor on the south side of Schermerhorn Street adjacent to the parking lot (approximately five feet from the parking lot) and a far side receptor located in the middle of the sidewalk opposite the parking lot, on the north side of Schermerhorn Street (approximately 67 feet from the parking lot).

The total cumulative CO and PM<sub>2.5</sub> concentrations were estimated by adding together the contributions from the parking lot, on-street sources, and background levels. The maximum estimated 8-hour CO concentration was compared to the CEQR *de minimis* criteria while the total 1-hour/8-hour CO concentrations (with added background concentration) were compared to the CO NAAQS of 35 and 9 ppm. The maximum estimated 24-hour/annual PM<sub>2.5</sub> concentrations were compared to the PM<sub>2.5</sub> *de minimis* criteria of 8.6 µg/m<sup>3</sup> and 0.3 µg/m<sup>3</sup> and (with added background concentration) to the 24-hour/annual PM<sub>2.5</sub> NAAQS of 35 µg/m<sup>3</sup> and 12 µg/m<sup>3</sup>, respectively.

The results of the parking lot analyses are summarized in **Table D-3** on page D-7 (24-hour PM<sub>2.5</sub> Analysis), **Table D-4** on page D-8 (PM<sub>2.5</sub> Computational Procedure), **Table D-5** on page D-9 (Annual PM<sub>2.5</sub> Analysis), **Table D-6** on page D-10 (CO Analysis), and **Table D-7** on page D-11 (CO Computational Procedure). The maximum 24-hour/annual PM<sub>2.5</sub> impacts are less than the CEQR *de minimis* of 8.6 µg/m<sup>3</sup> and 0.3 µg/m<sup>3</sup> and the total PM<sub>2.5</sub> 24-hour/annual concentrations (with added background concentration) are less than the 24-hour PM<sub>2.5</sub>/annual NAAQS of 35 µg/m<sup>3</sup> and 12 µg/m<sup>3</sup>, respectively. The maximum estimated 8-hour CO concentration is less than the 8-hour CO *de minimis* and the 1-hour/8-hour total CO concentrations are less than the respective NAAQS of 35 ppm and 9 ppm, respectively.

The results of these analyses indicate that the vehicular emissions associated with the Proposed Project, together with on-street mobile source emissions, would not have the potential to result in significant adverse mobile source air quality impacts.

**TABLE D-3**  
**24-hour PM<sub>2.5</sub> Analysis**

Analysis Year	2024	
24-hour Background Concentration	17.8	
Persistence Factor 24-hour	0.4	
Analysis Period	24-hour	
<b>MOVES Emissions (g/mile-vehicle)</b>		
Cold Idle [g/hour-veh]	0.059234	
5 mph Departing [g/mi-veh]	0.412703	
5 mph Arriving [g/mi-veh]	0.412703	
25 mph Local [g/mi-veh]:	0.283535	
<b>On-Street Traffic Volume</b>	<b>No. of Vehicles</b>	
Along Schermerhorn Street	190*	
<b>Total</b>	190	
<b>Parking Lot Parameters</b>		
Maximum Lot Length (ft)	257	
Maximum Lot Width (ft)	90	
Mean Travel Length of floor (ft)	243	
Parking Lot Area (sf)	22,151	
<b>24-hour Emissions</b>		
24-hour Auto Arrivals (Ins)	12	
24-hour Auto Departures (Outs)	12	
24-hour Avg Arrivals (Q <sub>pa</sub> ) [g/sec]	0.00006	
24-hour Avg Departures (Q <sub>pd</sub> ) [g/sec]	0.00007	
Total 24-hour Avg (Q <sub>pt</sub> ) [g/sec]	0.00013	
24-hour Area Source Emissions (Q <sub>pt</sub> /A = Q <sub>a</sub> ) [g/m <sup>2</sup> /sec]	6.30E-08	
<b>Parking Lot Receptors</b>		
	<b>Receptor 1</b>	<b>Receptor 2</b>
Near Lot Distance from Receptor (X <sub>d</sub> ) [ft]	5.0	67
Far Lot Distance from Receptor (X <sub>u</sub> ) [ft]	262	324
Receptor Height (ft)	6.0	6.0
Effective distance to downwind edge (R <sub>d</sub> )	21.4	40.3
Effective distance to upwind edge (R <sub>u</sub> )	99.6	118.5
1-hour Dispersion E <sub>qn</sub> (X <sub>u</sub> /Q <sub>a</sub> )	5.97	4.58
24-hour Dispersion E <sub>qn</sub> (X <sub>u</sub> /Q <sub>a</sub> )	2.39	1.83
24-hour Concentration (x <sub>u</sub> ) [g/m <sup>3</sup> ]	1.51E-07	1.16E-07
24-hour Peak Concentration (μg/m <sup>3</sup> )	0.15	0.12
<b>On-Street Traffic Contributions</b>		
Peak Hourly Concentration (μg/m <sup>3</sup> )		3.28
24-hour Peak Concentration (μg/m <sup>3</sup> )		1.31
<b>Total 24-hour PM<sub>2.5</sub> Concentration:</b>		
24-hour Cumulative Concentration (μg/m <sup>3</sup> ):	0.15	1.43
CEQR <i>De Minimis</i>	8.6	8.6
<b>Total PM<sub>2.5</sub> Concentration with Background</b>		
24-hour Concentration (μg/m <sup>3</sup> )	18.0	19.2
24-hour NAAQS (μg/m <sup>3</sup> )	35	35

**Note:**

\* Incremental Volume of 190 derived from subtracting the No-Action scenario volume total of 378 from the With-Action volume total of 568.



**Table D-4**  
**Computational Procedure for Estimating 24-hour PM<sub>2.5</sub> Concentrations**

Idle (g/hour – veh)	(Idle)
5 mph Departing Auto (g/mi – veh)	(Departing LDGV at 5 mph)
5 mph Arriving Auto (g/mi – veh)	(Arriving LDGV at 5 mph)
Mean Travel Distance (ft)	Two-thirds of the maximum travel distance from the entrance/exit of the lot to the farthest parking space
Parking Lot Area (sf)	The total area of the parking lot
24-hour Arrivals (Q <sub>pa</sub> ) [g/sec]	24-hour Arrivals (INS vehicles) * (Hot Autos [g/mi-veh] at 5mph * mean travel distance [ft] * 1 [hour]/3600 [sec] * 1 [mile]/5280 [ft])
24-hour Departures (Q <sub>pd</sub> ) [g/sec]	24-hour Departures (vehicles OUTS) * (Cold Idle [g/hour- veh] * 1[hour]/60[min] * 1[min] * 1[hour]/3600[sec]) + departing autos at 5 mph [g/miles-veh] * mean travel distance [ft] * [1 mile]/5280 [ft] * 1[hour]/3600 [sec]
Total 24-hour (Q <sub>pt</sub> ) [g/sec]	24-hour Arrivals [g/sec] + 24-hour Departures [g/sec]
Area Source Emissions (Q <sub>pt</sub> /A = Q <sub>a</sub> ) [g/m <sup>2</sup> /sec]	Total Peak Hourly [g/sec] * 1/Parking Area [ft <sup>2</sup> ] * 1 [ft <sup>2</sup> ]/10.764961[m <sup>2</sup> ]
Near Lot Distance from Receptor (X <sub>d</sub> )[ft]	Distance between the near edge of the parking area and the receptor site
Far Lot Distance from Receptor (X <sub>u</sub> )[ft]	Distance between the far edge of the parking area and the receptor site
Vertical Distance for Initial Mixing of Emissions (X <sub>o</sub> )	19.9 m
Effective distance to downwind edge (R <sub>d</sub> )	Near lot distance from Receptor [ft] * 0.3048[m]/1[ft] + 19.9[m]
Effective distance to the upwind edge (R <sub>u</sub> )	Far lot distance from Receptor [ft] * 0.3048[m]/1[ft] + 19.9[m] Where: 19.9 m = virtual distance used to affect an initial vertical mixing of PM <sub>2.5</sub> emissions (X <sub>o</sub> )
24-hour Dispersion Eqn (x <sub>u</sub> /Q <sub>a</sub> )	6.96 * (Effective distance to the upwind edge (m) ^0.23 - Effective distance to downwind edge (m))  ^0.23 * persistence factor where: 6.96 = 0.8/a (1-b) where: a, b are empirical constants (for almost all applications) a = 0.50, b = 0.77 where 0.23 = 1-b
24-hour Concentration (x <sub>u</sub> ) [g/m <sup>3</sup> ]	24-hour Dispersion equation * 24-hour Average area source emissions (g/m <sup>2</sup> -sec) / wind speed (m/sec)
24-hour Concentration (µg/m <sup>3</sup> )	24-hour Concentration (g/m <sup>3</sup> ) * (1*10 <sup>6</sup> ) [concentration in µg/m <sup>3</sup> ] = (1*10 <sup>6</sup> ) * [concentration in g/m <sup>3</sup> ]
On-Street Peak Hour Concentrations (µg/m <sup>3</sup> )	307.7 * Traffic Volume * On-Street CO Emission Strength (g/m-sec) = 307.7 * no. of vehicles * (PM2.5 Emission Strength (g/mile-hour) * (1 mile/5280 ft) * (1 ft/0.3048 m) * (1hour/3600 sec) * (1*10 <sup>6</sup> ))
On-Street 24-hour Average Concentration (µg/m <sup>3</sup> )	307.7 * Traffic Volume * Persistence Factor * On-Street CO Emission Strength (g/m-sec) = 307.7 * vehicles * Persistence Factor * (PM2.5 Emission Strength (g/mile-hour) * (1 mile/5280 ft) * (1 ft/0.3048m) * (1hour/3600 sec) * (1*10 <sup>6</sup> ))
Receptor 1 Total 24-hour Average Concentration (µg/m <sup>3</sup> ):	Calculated 24-hour Concentration (µg/m <sup>3</sup> ) + 24-hour Average Background Concentration (µg/m <sup>3</sup> )
Receptor 2 Total 24-hour Average Concentration (µg/m <sup>3</sup> )	Calculated 24-hour Concentration (µg/m <sup>3</sup> ) + 24-hour Average Background Concentration (µg/m <sup>3</sup> ) + On-Street 24-hour Average Concentration (µg/m <sup>3</sup> )

**Table D-5**  
**Annual PM<sub>2.5</sub> Analysis**

Analysis Year	2024	
Annual Background Concentration	7.6	
Persistence Factor 24-hour	0.08	
Analysis Period	Annual	
<b>MOVES Emissions (g/mile-vehicle)</b>		
Cold Idle [g/hour-veh]	0.059234	
5 mph Departing [g/mi-veh]	0.412703	
5 mph Arriving [g/mi-veh]	0.412703	
25 mph Local [g/mi-veh]	0.138874	
<b>On-Street Traffic Volumes</b>		
<b>Traffic</b>	<b>No. of Vehicles</b>	
Along Schermerhorn Street	190	
<b>Total</b>	190	
<b>Parking Lot Parameters</b>		
Maximum Lot Length (ft)	256.5	
Maximum Lot Width (ft)	90	
Mean Travel Length of floor (ft)	242.6	
Parking Lot Area (sf)	22,151	
<b>Annual PM<sub>2.5</sub> Emissions</b>		
Annual Auto Arrivals (Ins)	12	
Annual Auto Departures (Outs)	12	
Annual Arrivals (Q <sub>pa</sub> ) [g/sec]	0.00006	
Annual Departures (Q <sub>pd</sub> ) [g/sec]	0.00007	
Total Annual Avg (Q <sub>pt</sub> ) [g/sec]	0.00013	
Annual Area Source Emissions (Q <sub>pt</sub> /A = Q <sub>a</sub> ) [g/m <sup>2</sup> /sec]	6.30E-08	
<b>Parking Lot Receptors</b>		
	<b>Receptor 1</b>	<b>Receptor 2</b>
Near Lot Distance from Receptor (X <sub>d</sub> ) [ft]	5.0	67
Far Lot Distance from Receptor (X <sub>u</sub> ) [ft]	262	324
Receptor Height (ft)	6.0	6.0
Effective distance to downwind edge (R <sub>d</sub> )	21.4	40.3
Effective distance to the upwind edge (R <sub>u</sub> )	99.6	118.5
1-hour Dispersion E <sub>qn</sub> (x <sub>u</sub> /Q <sub>a</sub> )	5.97	4.58
Annual Dispersion E <sub>qn</sub> (x <sub>u</sub> /Q <sub>a</sub> )	0.48	0.37
Annual Peak Concentration (x <sub>u</sub> ) [g/m <sup>3</sup> ]	3.01E-08	2.31E-08
Annual Peak Concentration (µg/m <sup>3</sup> )	0.03	0.02
<b>On-Street Annual PM<sub>2.5</sub> Contribution:</b>		
Peak Hourly Concentration (µg/m <sup>3</sup> ):		1.61
Annual Peak Concentration (µg/m <sup>3</sup> )		0.13
<b>Annual PM<sub>2.5</sub> Concentration:</b>		
Annual Cumulative Concentration (µg/m <sup>3</sup> )	0.03	0.15
CEQR <i>De Minimis</i>	0.3	0.3
<b>Total PM<sub>2.5</sub> Concentration with Background</b>		
Annual Concentration (µg/m <sup>3</sup> )	7.6	7.8
Annual NAAQS (µg/m <sup>3</sup> )	12	12

**Table D-6**  
**CO Analysis**

Analysis Year	2024	
1-hour Background [ppm]	1.88	
8-hour Background [ppm]	1.6	
Persistence Factor 24-hour	0.7	
<b>MOVES Emissions (g/mile-vehicle)</b>		
Cold Idle [g/hour-veh]	6.1937	
5 mph Departing [g/mi-veh]	5.0554	
5 mph Arriving [g/mi-veh]	5.0554	
25 mph Local [g/mi-veh]	2.2807	
<b>On-street Traffic Volume</b>		
	<b>No. of Vehicles</b>	
<b>Total</b>	190	
<b>Parking Lot Parameters</b>		
Maximum Lot Length (ft)	257	
Maximum Lot Width (ft)	90	
Mean Travel Length of floor (ft)	243	
Parking Level Area (sf)	22,151	
<b>Peak 1-hour CO</b>		
Peak Auto Arrivals (Ins)	44	
Peak Auto Departures (Outs)	38	
Peak Hourly Arrivals ( $Q_{pa}$ ) [g/sec] :	0.0028	
Peak Hourly Departures ( $Q_{pd}$ ) [g/sec] :	0.0035	
Total Peak Hourly ( $Q_{pt}$ ) [g/sec] :	0.0064	
Peak Area Source Emissions ( $Q_{pt}/A=Q_a$ ) [g/m <sup>2</sup> /sec] :	3.10E-06	
<b>8-hour Average CO</b>		
8-hour Auto Arrivals (Ins)	24	
8-hour Auto Departures (Outs)	15	
8-hour Avg Arrivals ( $Q_{pa}$ ) [g/sec]	0.0015	
8-hour Avg Departures ( $Q_{pd}$ ) [g/sec]	0.0014	
Total 8-hour Avg ( $Q_{pt}$ ) [g/sec]	0.0029	
8-hour Area Source Emissions ( $Q_{pt}/A=Q_a$ ) [g/m <sup>2</sup> /sec]	1.43E-06	
<b>Parking Lot Receptors</b>		
	<b>Receptor 1</b>	<b>Receptor 2</b>
Near Lot Distance from Receptor ( $X_d$ ) [ft]	5.0	67
Far Lot Distance from Receptor ( $X_u$ ) [ft]	261.5	323.5
Receptor Height (ft)	6.0	6.0
Effective distance to downwind edge ( $R_d$ )	21.4	40.3
Effective distance to the upwind edge ( $R_u$ ):	99.6	118.5
1-hour Dispersion $E_{qn} (x_u/Q_a)$	5.97	4.58
8-hour Dispersion $E_{qn} (x_u/Q_a)$	4.18	3.21
Peak 1-hour Concentration ( $x_u$ ) [g/m <sup>3</sup> ]	1.85E-05	1.42E-05
Peak 8-hour Concentration ( $x_u$ ) [g/m <sup>3</sup> ]	5.98E-06	4.59E-06
1-hour Peak Concentration [ppm]	0.016	0.012
8-hour Peak Concentration [ppm]	0.005	0.004
<b>On-Street CO Contribution:</b>		
Peak 1-hour Concentration (ppm)		0.0230
8-hr Average Concentration (ppm)		0.0161
<b>Cumulative 8-hour CO Concentration (ppm)</b>	0.005	0.0201
CEQR <i>De Minimis</i>	3.7	3.7
<b>Total CO Concentration with Background:</b>		
Peak 1-hour Concentration (ppm)	1.90	1.92
8-hour Average Cumulative Concentration (ppm)	1.61	1.62
CEQR <i>De Minimis</i> [ppm]		
1-hour CO NAAQS [ppm]	9	9
8-hour CO NAAQS [ppm]	35	35

**Table D-7**  
**Computational Procedure for Estimating CO Concentrations**

Idle [g/hour - veh]	(Idle)
5 mph Departing Auto [g/mi - veh]	(Departing LDGV at 5 mph)
5 mph Arriving Auto [g/mi - veh]	(Arriving LDGV at 5 mph)
25 mph Local Autos [g/mi - veh]	(Auto LDGV at 25 mph)
Mean Travel Distance [ft]	Two-thirds of the maximum travel distance from the entrance/exit of the lot to the farthest parking space
Parking Lot Area [sf]	The total area of the parking lot
Peak-hour Arrivals ( $Q_{pa}$ ) [g/sec]	1-hour Arrivals (INS vehicles) * (Hot Autos [g/mi-veh] at 5mph * mean travel distance per level [ft] * [sec] * 1 [hour]/3600 [sec] * 1 [mile]/5280 [ft])
Peak-hour Departures ( $Q_{pd}$ ) [g/sec]	1-hour Departures (Vehicles OUTS) * (Cold Idle [g/hour-veh] * 1[hour]/60[min] * 1[min] * 1[hour]/3600[sec]) + departing autos at 5 mph [g/miles-veh] * mean travel distance [ft] * [1 mile]/5280 [ft] * 1[hour]/3600 [sec]
Total Peak Hourly ( $Q_{pt}$ ) [g/sec]	1-hour Arrivals [g/sec] + 24-hour Departures [g/sec]
Peak Area Source Emissions ( $Q_{pt}/A=Q_a$ ) [g/m <sup>2</sup> /sec]	Total Peak Hourly [g/sec] * 1/Parking Area [ft <sup>2</sup> ] * 1 [ft <sup>2</sup> ]/10.764961[m <sup>2</sup> ]
8-hour Average Arrivals ( $Q_a$ ) [g/sec]	Peak 8-hour Avg. Arrivals (INS vehicles)*(Arriving autos [g/mi-veh] at 5mph* mean travel distance [ft]*1 [hour]/3600 [sec] * 1 [mile]/5280 [ft])
8-hour Average Departures ( $Q_d$ ) [g/sec]	Peak 8-hour Avg. Departures (vehicles OUTS) * (Cold Idle [g/hour-veh] * 1[hour]/60[min] * 1 [min] * 1 [hour] /3600 [sec]) + cold autos at 5 mph [g/mi-veh] * mean travel distance [ft]
Total 8-hour Average ( $Q_i$ ) [g/sec]	Peak 8-hour Avg. Arrivals [g/sec] + Peak 8-hour Avg. Departures [g/sec]
8-hour Area Source Emissions ( $Q_{pt}/A=Q_a$ ) [g/m <sup>2</sup> /sec]	8-Hour Average [g/sec] * 1/ Parking Area [ft <sup>2</sup> ] * 1 [ft <sup>2</sup> ]/10.764961[m <sup>2</sup> ]
Near Lot Distance from Receptor ( $X_d$ ) [ft]	Distance between the near edge of the parking area and the receptor site
Far Lot Distance from Receptor ( $X_u$ ) [ft]	Distance between the far edge of the parking area and the receptor site
Vertical Distance for Initial Mixing of Emissions ( $X_o$ )	19.9 m
Effective distance to downwind edge ( $R_d$ )	Near lot distance from Receptor [ft] * 0.3048[m]/1[ft] + 19.9[m]
Effective distance to the upwind edge ( $R_u$ )	Far lot distance from Receptor [ft] * 0.3048[m]/1[ft] + 19.9[m] where: 19.9 m = virtual distance used to affect an initial vertical mixing of CO emissions ( $X_o$ )
1-hour Dispersion $E_{qn}$ ( $x_u/Q_a$ )	6.96 * (Effective distance to the upwind edge (m) ^0.23 - Effective distance to downwind edge (m) ^0.23) * persistence factor where: 6.96 = 0.8/a (1-b) where: a, b are empirical constants (for almost all applications) a = 0.50, b = 0.77 where 0.23 = 1-b
1-hour Peak Concentration ( $x_u$ ) [g/m <sup>3</sup> ]	1-hour Dispersion equation * 1-hour area source emissions [g/m <sup>2</sup> -sec] / wind speed [m/sec]
1-hour Peak Concentration [ppm]	873 * 1-hour Peak Concentration [g/m <sup>3</sup> ] from the Ideal Gas Law [concentration in ppm] = RT/PM * [concentration in $\mu$ g/m <sup>3</sup> ]
8-hour Dispersion $E_{qn}$ ( $x_u/Q_a$ )	1-hour Dispersion * Persistence Factor
8-hour Peak Concentration ( $x_u$ ) [g/m <sup>3</sup> ]	8-hour Dispersion equation * 8-hour area source emissions [g/m <sup>2</sup> -sec] /wind speed [m/sec]
8-hour Peak Concentration [ppm]	873 * 1-hour Peak Concentration [g/m <sup>3</sup> ]
On-Street Peak Hour Concentrations (ppm)	307.7 * Traffic Volume * On-Street CO Emission Strength (g/m-sec) = 307.7 * no. of vehicles * (CO Emission Strength (g/mile-hour) * (1 mile/5280 ft) * (1 ft/0.3048m) * (1hour/3600 sec)
On-Street 8-hour average Concentrations (ppm)	Peak 1-hour On-Street Concentration * Persistence Factor
REC 1 Total Peak Hour Concentration (ppm)	Calculated 1-hour Concentration (ppm) + 1-hour Average Background Concentration (ppm)
REC 1 Total 8-hour Concentration (ppm)	Calculated 8-hour Average Concentration (ppm) + 8-hour Average Background Concentration (ppm)
REC 2 Total Peak Hour Concentration (ppm)	Calculated 1-hour Concentration (ppm) + 1-hour Average Background Concentration (ppm) + On-street 1-hour average concentration (ppm)
REC 2 Total 8-hour Concentration (ppm)	Calculated 8-hour Average Concentration (ppm) + 8-hour Average Background Concentration (ppm) + On-street 8-hour average concentration (ppm)

**APPENDIX 1**

**New York City Landmarks Preservation Commission (LPC)  
Correspondence**

There are 26 known historic resources located within a 400-foot radius of the Development Site:

1. 291 State Street, which is designated a New York City Landmark (NYCL) and listed on the State/National Registers of Historic Places (S/NR); and
2. 292 State Street, which is designated a NYCL and S/NR-listed; and
3. 293 State Street, which is designated a NYCL and S/NR-listed; and
4. 294 State Street, which is designated a NYCL and S/NR-listed; and
5. 295 State Street, which is designated a NYCL and S/NR-listed; and
6. 296 State Street, which is designated a NYCL and S/NR-listed; and
7. 297 State Street, which is designated a NYCL and S/NR-listed; and
8. 298 State Street, which is designated a NYCL and S/NR-listed; and
9. 299 State Street, which is designated a NYCL and S/NR-listed; and
10. 300 State Street, which is designated a NYCL and S/NR-listed; and
11. 302 State Street, which is designated a NYCL and S/NR-listed; and
12. 304 State Street, which is designated a NYCL and S/NR-listed; and
13. 306 State Street, which is designated a NYCL and S/NR-listed; and
14. 308 State Street, which is designated a NYCL and S/NR-listed; and
15. 310 State Street, which is designated a NYCL and S/NR-listed; and
16. 312 State Street, which is designated a NYCL and S/NR-listed; and
17. 314 State Street, which is designated a NYCL and S/NR-listed; and
18. 316 State Street, which is designated a NYCL and S/NR-listed; and
19. 318 State Street, which is designated a NYCL and S/NR-listed; and
20. 320 State Street, which is designated a NYCL and S/NR-listed; and
21. 322 State Street, which is designated a NYCL and S/NR-listed; and
22. 324 State Street, which is designated a NYCL and S/NR-listed; and
23. Boerum Hill Historic District Extension, which is designated NYCL;
24. Atlantic Avenue Historic District, which is S/NR-eligible;
25. 110 Schermerhorn Street (Friends Meeting House and School), which is designated a NYCL and S/NR-listed; and
26. 120 Schermerhorn Street (Brooklyn Central Courthouse), which is S/NR-eligible.

## ENVIRONMENTAL REVIEW

**Project number:** LA-CEQR-K (DEPARTMENT OF CITY PLANNING)

**Project:**

**Address:** 180 SCHERMERHORN STREET BBL: 3001700020

**Date Received:** 2/5/2021

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**No architectural significance**

**No archaeological significance**

**Designated New York City Landmark or Within Designated Historic District**

**Listed on National Register of Historic Places**

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

**May be archaeologically significant; requesting additional materials**

**Comments:** LPC review of archaeological sensitivity models and historic maps indicates that there is potential for the recovery of remains from 19th Century occupation on the project site. Accordingly, the Commission recommends that an archaeological documentary study be performed for this site to clarify these initial findings and provide the threshold for the next level of review, if such review is necessary (see CEQR Technical Manual 2020).

*Gina Santucci*

2/11/2021

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SIGNATURE

Gina Santucci, Environmental Review Coordinator

DATE

**File Name:** 35435\_FSO\_DNP\_02112021.docx

## ARCHAEOLOGY

**Project number:** LA-CEQR-K (DEPARTMENT OF CITY PLANNING)

**Project:**

**Address:** 180 SCHERMERHORN STREET **BBL:** 3001700020

**Date Received:** 4/6/2021

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**This document only contains Archaeological review findings. If your request also requires Architecture review, the findings from that review will come in a separate document.**

**No archaeological significance**

**Designated New York City Landmark or Within Designated Historic District**

**Listed on National Register of Historic Places**

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

**May be archaeologically significant; requesting additional materials**

**Comments:** The LPC is in receipt of an, "Archaeological Assessment for Blocks 170 and 171 Hoyt-Schermerhorn Site," dated 2001 and the, "Stage IB Archaeological Testing Report for Blocks 170, 171 and 172," dated 2002 and both prepared by HPI. The LPC concurs that there are no further archaeological concerns for Block 170 Lot 20.



4/15/2021

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SIGNATURE

Amanda Sutphin, Director of Archaeology

DATE

**File Name:** 35435\_FSO\_ALS\_04152021.docx



## **APPENDIX 2**

### **Phase I Environmental Site Assessment (ESA) Executive Summary**

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## EXECUTIVE SUMMARY

Langan Engineering, Environmental, Surveying and Landscape Architecture, D.P.C. (Langan) was retained by HLP Properties, LLC to prepare a Phase I Environmental Site Assessment (ESA) for the property located at 180-192 Schermerhorn Street in Brooklyn, New York ("Subject Property"). The Subject Property is identified as New York City Tax Block 170, Lot 20 and is comprised of an asphalt- and concrete-paved parking lot. The Subject Property is located on the city block bordered by Schermerhorn Street to the north, Hoyt Street to the east, State Street to the south, and Smith Street to the west. Mixed-use commercial, retail, and residential buildings characterize the surrounding area.

This Phase I ESA was conducted using the guidelines of the ASTM International's (ASTM) Standard E1527-13 (Standard Practice for ESA: Phase I ESA Process), and the United States Environmental Protection Agency's (USEPA) 2006 All Appropriate Inquiry (AAI) Rule (40 Code of Federal Regulations [CFR] Part 312). Completion of a Phase I ESA in accordance with the ASTM Practice and AAI Rule is needed to qualify for the bona fide prospective purchaser liability protections available under the Comprehensive Environmental Response Compensation and Liability Act (CERCLA). The objective of this Phase I ESA was to identify the presence or likely presence, use, or release on the Subject Property of hazardous substances or petroleum products as defined in ASTM E1527-13 as a Recognized Environmental Condition (REC).

The Phase I ESA did not identify any RECs, Historic RECs (HRECs), or Controlled RECs (CRECs) associated with the Subject Property or adjoining and surrounding properties. The following de minimis condition was identified:

### De Minimis Staining

De minimis petroleum-like staining was observed throughout the asphalt-paved parking lot. The source of the staining appears to be incidental leaks of from parked cars. Based on the limited extent of the staining and the absence of surface cracks in the pavement, the staining is considered a de minimis condition.

### Non-ASTM Environmental Consideration

Based on experience performing subsurface investigations in the area, historic fill material is expected to underlie the Subject Property to depths up to about 13 feet below ground surface (bgs). Historic fill material in New York City typically contains semivolatile organic compounds and metals at concentrations greater than that of native soil and may exceed applicable New York State standards. Regardless of its quality and chemical concentrations, the presence of

historic fill material in and of itself does not trigger regulatory notifications and does not constitute a REC. If excavated during future site improvements, this material will likely be characterized as a regulated solid waste that should be handled and disposed of in accordance with local, state, and federal regulations.

Additional information related to the above listed environmental concerns can be found within the body of this report.

## **APPENDIX 3**

### **Travel Demand Forecast and Screening Assessment Memorandum**



## TECHNICAL MEMORANDUM

**TO:** NYCDP

**FROM:** Philip Habib & Associates

**DATE:** August 18, 2022

**PROJECT:** 180 Schermerhorn Street Parking Lot (PHA No. 1935)

**RE:** Travel Demand Forecast and Screening Assessment

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This memorandum presents a forecast of the incremental vehicle trips that would be generated by the development of an attended public parking lot with 245 parking spaces (including parking lift spaces) at 180 Schermerhorn Street in the Boerum Hill neighborhood of Brooklyn. The Development Site is currently occupied by a parking lot with a permitted capacity of up to 150 spaces. (An aerial view of the existing parking lot is shown in **Figure 1**).

### THE PROPOSED ACTIONS

State Street Parking, LLC (the “Applicant”) is seeking a special permit pursuant to the New York City Zoning Resolution (ZR) Section 74-52 (Parking Garages or Public Parking Lots in High Density Central Areas) to permit the increase in capacity of an existing attended public parking lot and a zoning authorization pursuant to ZR Section 37-952 (Modification of design requirements by authorization) to modify perimeter landscaping requirements as outlined in ZR Section 37-921 (Perimeter landscaping) (the “Proposed Actions”). The Proposed Actions would facilitate the development of the Proposed Project, an attended public parking lot with 245 parking spaces (including parking lift spaces), 21 bicycle parking spaces, and 12 reservoir spaces in the Boerum Hill neighborhood of Brooklyn Community District 2. The Proposed Project, which would not include built floor area, is expected to be constructed, occupied, and fully operational in 2024.

### ANALYSIS FRAMEWORK

In order to assess the potential effects of the Proposed Actions, conditions in the future without the Proposed Actions (the No-Action scenario) and in the future with the Proposed Actions (the With-Action scenario) are assessed for the 2024 build year. The incremental difference between the No-Action and



**Legend**

 Development Site

180 Schermerhorn Street Parking Lot

Figure 1  
Aerial View of Development Site - Existing Conditions

Source: ESRI, NYCDCP, DoITT

With-Action scenarios serves as the basis for assessing the Proposed Actions’ potential to result in significant adverse impacts.

**Future without the Proposed Actions (No-Action Scenario)**

In the future without the Proposed Actions, the Applicant would not proceed with the Proposed Project. Instead, the Development Site would be occupied by a public parking lot with a capacity of up to 150 spaces, consistent with the site’s current certificate of occupancy. It is anticipated that all vehicles would continue to enter and exit the parking lot via a curb cut on Schermerhorn Street, as at present.

**Future with the Proposed Actions (With-Action Scenario)**

In the future with the Proposed Actions, an attended public parking lot with 245 parking spaces (including 50 four-car parking lifts, providing 200 spaces), 21 bicycle parking spaces, and 12 reservoir spaces would be developed on the Development Site. (Refer to **Figure 2** for an illustrative site plan.) The Proposed Project would not include new built floor area. Vehicles would enter the parking lot via a 12-foot-wide (excluding splays) curb cut located on Schermerhorn Street and exit via a 10-foot-wide (excluding splays) curb cut located on Hoyt Street. Landscaping to a depth of four feet would be provided along the perimeter of the parking lot, and an approximately 858 square-foot (sf) corner landscaped area with benches would be provided at the southwestern corner of the intersection of Hoyt and Schermerhorn streets, in the northeastern corner of the Development Site. A six-foot-high steel picket fence would enclose the parking area, separating the adjacent public sidewalks and the perimeter landscaping from the parking lot.

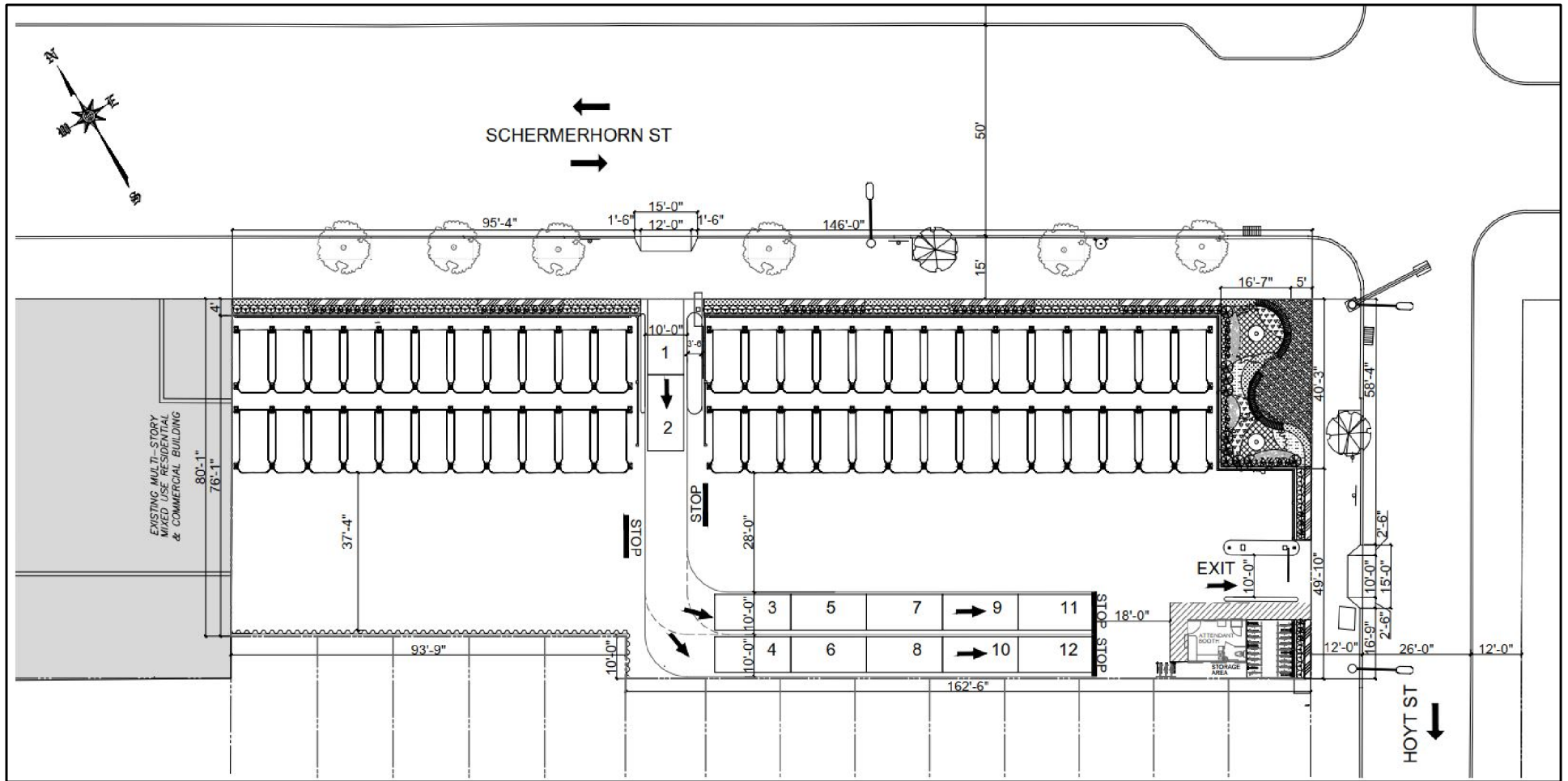
As shown in **Table 1**, when fully operational in 2024, the Proposed Actions would result in the incremental development of approximately 95 parking spaces compared to the No-Action scenario.

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

Use	No-Action Scenario	With-Action Scenario	Increment
Public Parking Lot	150 spaces	245 spaces	+95 spaces

**TRAVEL DEMAND FORECAST**

It is anticipated that the increase in parking capacity on the Development Site under the Proposed Actions would result in a commensurate increase in travel demand to and from the site. In order to forecast the incremental increase in travel demand, data on the travel demand generated by the existing parking lot on the Development Site prior to the Covid-19 pandemic were obtained from the operator of the facility. These data include hourly vehicle entries/exits and occupancy from Saturday, October 19, 2019 through Sunday, October 27, 2019. A summary of the data for three mid-week days (Tuesday, Wednesday, and Thursday), and Saturdays and Sundays spanning two weekends, are presented in **Table 2**.



Source: Philip Habib & Associates.  
 Note: For Illustrative Purposes Only. Plan is Not to Scale.

180 Schermerhorn Street Parking Lot EAS

Figure 2  
 Site Plan



**TABLE 2**  
**Summary of Hourly Entry/Exit and Occupancy Data at the Existing Development Site Parking Lot**

Time	Saturday - 10/19/19			Sunday - 10/20/19			Tuesday - 10/22/19			Wednesday - 10/23/19			Thursday - 10/24/19			Saturday - 10/26/19			Sunday - 10/27/19		Saturday Average		Sunday Average		Weekday Average		
	In	Out	Occupancy	In	Out	Occupancy	In	Out	Occupancy	In	Out	Occupancy	In	Out	Occupancy	In	Out	Occupancy	In	Out	In	Out	In	Out	In	Out	
12:00 - 1:00 AM	2	3	67	1	4	68	3	5	95	3	1	83	1	2	75	0	1	64	0	9	59	1	2	1	7	2	3
1:00 - 2:00	1	1	67	1	1	68	0	1	94	3	1	85	2	2	75	3	1	66	1	1	59	2	1	1	1	2	1
2:00 - 3:00	0	0	67	0	4	64	0	0	94	0	1	84	3	0	78	0	0	66	0	0	59	0	0	0	2	1	0
3:00 - 4:00	0	0	67	0	1	63	0	0	94	1	1	84	0	1	77	1	0	67	0	0	59	1	0	0	1	0	1
4:00 - 5:00	1	3	65	1	0	64	0	0	94	0	0	84	0	0	77	0	0	67	0	0	59	1	2	1	0	0	0
5:00 - 6:00	0	0	65	0	0	64	0	0	94	0	0	84	0	0	77	0	0	67	0	0	59	0	0	0	0	0	0
6:00 - 7:00	0	1	64	0	2	62	1	0	95	2	0	86	2	0	79	0	0	67	0	1	58	0	1	0	2	2	0
7:00 - 8:00	8	1	71	1	2	61	8	0	103	10	1	95	12	0	91	3	1	69	1	0	59	6	1	1	1	10	0
8:00 - 9:00	4	2	73	2	2	61	13	3	113	8	2	101	13	3	101	2	2	69	4	2	61	3	2	3	2	11	3
9:00 - 10:00	6	3	76	10	3	68	13	5	121	9	5	105	10	7	104	6	0	75	13	1	73	6	2	12	2	11	6
10:00 - 11:00	4	3	77	12	3	77	16	9	128	23	6	122	19	8	115	16	6	85	12	1	84	10	5	12	2	19	8
11:00 - 12:00	9	8	78	14	17	74	14	10	<b>132</b>	13	6	<b>129</b>	14	8	<b>121</b>	7	4	88	10	4	<b>90</b>	8	6	12	11	14	8
12:00 - 1:00 PM	4	6	76	11	4	<b>81</b>	5	10	127	12	12	<b>129</b>	12	12	<b>121</b>	10	7	<b>91</b>	8	12	86	7	7	10	8	10	11
1:00 - 2:00	8	5	79	8	13	76	3	7	123	4	7	126	8	18	111	10	10	<b>91</b>	5	7	84	9	8	7	10	5	11
2:00 - 3:00	5	3	<b>81</b>	4	11	69	7	6	124	5	15	116	6	8	109	8	9	90	10	9	85	7	6	7	10	6	10
3:00 - 4:00	9	10	80	2	5	66	6	11	119	4	12	108	7	10	106	7	12	85	3	7	81	8	11	3	6	6	11
4:00 - 5:00	2	12	70	5	3	68	7	17	109	7	22	93	5	15	96	4	12	77	5	12	74	3	12	5	8	6	18
5:00 - 6:00	14	9	75	5	7	66	3	14	98	12	15	90	6	13	89	8	9	76	2	10	66	11	9	4	9	7	14
6:00 - 7:00	6	9	72	2	6	62	4	9	93	3	7	86	9	11	87	9	7	78	8	8	66	8	8	5	7	5	9
7:00 - 8:00	6	7	71	6	3	65	1	7	87	4	6	84	2	12	77	6	4	80	1	5	62	6	6	4	4	2	8
8:00 - 9:00	3	6	68	0	0	65	2	6	83	2	7	79	2	7	72	3	8	75	4	2	64	3	7	2	1	2	7
9:00 - 10:00	6	1	73	3	5	63	1	2	82	2	3	78	1	2	71	0	1	74	1	0	65	3	1	2	3	1	2
10:00 - 11:00	2	5	70	4	1	66	1	1	82	3	3	78	2	4	69	2	3	73	0	0	65	2	4	2	1	2	3
11:00 - 12:00	4	3	71	0	0	66	0	1	81	2	4	76	2	1	70	0	5	68	6	1	70	2	4	3	1	1	2
Total =	104	101		92	97		108	124		132	137		138	144		105	102		94	92		105	102	93	95	126	135

**Notes:**

**81** - bold/shading denotes peak occupancy.

As shown in **Table 2**, both occupancy and the numbers of entries and exits are typically higher on weekdays than on weekends. Therefore, the travel demand forecast focuses on weekday demand as a worst case condition. The highest level of weekday travel demand occurred on Thursday, October 24, 2019, when there were 138 entries and 144 exits over the course of the day, and occupancy peaked at 121 vehicles in the midday. This equates to an average of approximately 1.17 vehicle trips in each direction per occupied parking space based on the peak accumulation of 121 spaces.

**Table 3** shows the hourly distribution of entering and exiting vehicles on a weekday derived from the 2019 data from the existing parking lot. As shown in **Table 3**, inbound demand is highest in the morning, with outbound demand peaking in the late afternoon. Using this distribution and the 1.17 vehicle-trips/space factor, the hourly number of entering and exiting vehicles were forecasted for a 150-space parking lot at maximum capacity (the No-Action scenario), and a 245-space lot at maximum capacity (the With-Action scenario). As shown in **Table 4**, on a weekday, vehicle trips under both scenarios would peak during the 10:00 to 11:00 AM hour. The Development Site would generate a total of 37 vehicle trips (27 entering and 10 exiting) during this period in the No-Action scenario, compared to 60 trips (44 entering and 16 exiting) in the With-Action scenario. Consequently, it is estimated that the Proposed Actions would generate a net incremental increase of 23 trips (17 entering and 6 exiting) during the 10:00 to 11:00 AM peak hour. Incremental trips during the late afternoon period would peak at 20 (5 entering and 15 exiting) between 4:00 and 5:00 PM.

**TABLE 3**  
**Weekday Hourly Distribution**  
**of Parking Lot Entries/Exits**

Time	Weekday Hourly %	
	In	Out
<b>12:00 - 1:00 AM</b>	1.85%	1.98%
1:00 - 2:00	1.32%	0.99%
2:00 - 3:00	0.79%	0.25%
3:00 - 4:00	0.26%	0.49%
4:00 - 5:00	0.00%	0.00%
5:00 - 6:00	0.00%	0.00%
6:00 - 7:00	1.32%	0.00%
7:00 - 8:00	7.94%	0.25%
8:00 - 9:00	8.99%	1.98%
9:00 - 10:00	8.47%	4.20%
10:00 - 11:00	15.34%	5.68%
11:00 - 12:00	10.85%	5.93%
<b>12:00 - 1:00 PM</b>	7.67%	8.39%
1:00 - 2:00	3.97%	7.90%
2:00 - 3:00	4.76%	7.16%
3:00 - 4:00	4.50%	8.15%
4:00 - 5:00	5.03%	13.32%
5:00 - 6:00	5.56%	10.36%
6:00 - 7:00	4.23%	6.67%
7:00 - 8:00	1.85%	6.17%
8:00 - 9:00	1.59%	4.94%
9:00 - 10:00	1.06%	1.73%
10:00 - 11:00	1.59%	1.98%
11:00 - 12:00	1.06%	1.48%
Total =	100.00%	100.00%

**TABLE 4**  
**Net Incremental Weekday Travel Demand Forecast**

Time	No-Action Hourly Vehicle Trips (150 Spaces)			With-Action Hourly Vehicle Trips (245 Spaces)			Net Incremental Change in Hourly Vehicle Trips		
	In	Out	Occupancy	In	Out	Occupancy	In	Out	Total Trips
12:00 - 1:00 AM	3	3	87	5	6	143	2	3	5
1:00 - 2:00	2	2	87	4	3	144	2	1	3
2:00 - 3:00	1	0	88	2	1	145	1	1	2
3:00 - 4:00	0	1	87	1	1	145	1	0	1
4:00 - 5:00	0	0	87	0	0	145	0	0	0
5:00 - 6:00	0	0	87	0	0	145	0	0	0
6:00 - 7:00	2	0	89	4	0	149	2	0	2
7:00 - 8:00	14	0	103	23	1	171	9	1	10
8:00 - 9:00	16	3	116	26	6	191	10	3	13
9:00 - 10:00	15	7	124	24	12	203	9	5	14
10:00 - 11:00	27	10	141	44	16	231	17	6	23
11:00 - 12:00	19	10	<b>150</b>	31	17	<b>245</b>	12	7	19
<b>12:00 - 1:00 PM</b>	13	15	148	22	24	243	9	9	18
1:00 - 2:00	7	14	141	11	23	231	4	9	13
2:00 - 3:00	8	13	136	14	21	224	6	8	14
3:00 - 4:00	8	14	130	13	23	214	5	9	14
4:00 - 5:00	9	23	116	14	38	190	5	15	20
5:00 - 6:00	10	18	108	16	30	176	6	12	18
6:00 - 7:00	7	12	103	12	19	169	5	7	12
7:00 - 8:00	4	11	96	5	18	156	1	7	8
8:00 - 9:00	3	9	90	5	13	148	2	4	6
9:00 - 10:00	3	4	89	3	5	146	0	1	1
10:00 - 11:00	3	4	88	5	6	145	2	2	4
11:00 - 12:00	2	3	87	3	4	144	1	1	2
Total =	176	176		287	287		111	111	

**Notes:**

**150** - bold/shading denotes peak occupancy.

Trip forecast assumes full occupancy with an average of 1.17 vehicle trips in each direction per space.

## SCREENING ASSESSMENT

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

### Traffic

Based on *CEQR Technical Manual* guidance, a quantified traffic analysis is typically required if a proposed action would result in 50 or more vehicle trip ends in a peak hour at one or more intersections. As shown in **Table 4** and discussed above, under the Proposed Actions, the maximum number of incremental vehicle trips in any one hour is expected to total 23 (17 entering and 6 exiting) during the weekday 10:00 to 11:00 AM period. This would be less than the 50-trip *CEQR Technical Manual* analysis threshold. It should be noted, however, that access/egress at the Development Site would change under the Proposed Actions, with vehicles entering from Schermerhorn Street and exiting onto Hoyt Street (refer to **Figure 2**), rather than both entering and exiting via Schermerhorn Street as at present (refer to **Figure 1**). Therefore, compared to the No-Action scenario, trips under the Proposed Actions would be less concentrated along Schermerhorn Street, while all exiting demand would be concentrated on Hoyt Street (which operates one-way southbound) and would traverse the Hoyt Street/State Street intersection. However, as shown in **Table 3**, no more than 38 vehicles are expected to exit the Development Site in any one hour in the With-Action scenario. Therefore, incremental demand at the Hoyt Street/State Street intersection and other intersections along Hoyt Street is not expected to reach the 50-trip *CEQR Technical Manual* analysis threshold in any peak hour. Consequently, significant adverse traffic impacts are not expected to occur under the Proposed Actions, and a detailed traffic analysis is not warranted based on *CEQR Technical Manual* guidance.

### Transit

According to the general thresholds used by the Metropolitan Transportation Authority and specified in the *CEQR Technical Manual*, detailed transit analyses are generally not required if a proposed action is projected to result in fewer than 200 new peak hour rail or bus transit riders. If a proposed action would

result in 50 or more bus passengers being assigned to a single bus route in one direction, or if it would result in an increase of 200 or more passengers at a single subway station or on a single subway line, a detailed bus and/or subway analysis would be warranted. Transit analyses typically focus on the weekday AM and PM commuter peak hours as it is during these periods that overall demand on the subway and bus systems is usually highest.

As discussed above, the Proposed Actions would facilitate the development of an attended public parking lot with 245 parking spaces. The Proposed Actions are therefore not expected to generate appreciable numbers of transit trips, nor result in significant adverse impacts to subway or bus services, and detailed transit analyses are not warranted based on *CEQR Technical Manual* guidance.

### **Pedestrians**

According to *CEQR Technical Manual* guidance, a quantified analysis of pedestrian conditions is typically required if a proposed action would add 200 or more peak hour pedestrian trips at any pedestrian element (sidewalk, corner area, or crosswalk). As discussed above, the Proposed Actions would facilitate the development of an attended public parking lot with 245 parking spaces, and as shown in **Table 4**, they are expected to generate a maximum of 23 incremental vehicle trips (17 entering and 6 exiting) in any one hour. As the numbers of pedestrian trips associated with this increase in vehicular travel demand would not total 200 or more trips in any peak hour, the Proposed Actions are not expected to result in significant adverse pedestrian impacts, and a detailed analysis of pedestrian conditions is not warranted based on *CEQR Technical Manual* guidance.

### **Parking**

As discussed above, the Proposed Actions would facilitate the development of an attended public parking lot with 245 parking spaces, resulting in a net increase of 95 parking spaces on the Development Site compared to the No-Action scenario. In addition, the Proposed Actions would not include new built floor area that would increase demand for parking. As the Proposed Actions would increase parking capacity while not adding to parking demand, they would not result in significant adverse parking impacts, and a detailed analysis of parking conditions is not warranted based on *CEQR Technical Manual* guidance.